Grand·Prix

INTERNA

FRANCE

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For the next three years, Longines will be sole official timekeeper of Formula One world championships – from Kyalami in 1982 to Las Vegas in 1984. The appointment was made by FISA and FOCA. Longines is also the choice of the Ferrari and Renault stables. On the track, on your wrist, look to Longines for the last word in time.

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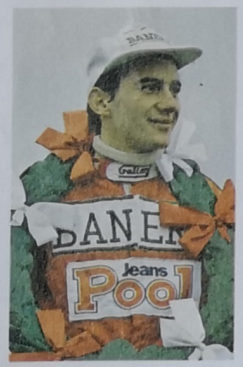
Marlboro British FORMULA 3 CHAMPIONSHIP

Getting into Grand Prix racing is rather like getting into Eton or Harrow. If you didn't go to the right prep. school, you're probably wasting your time.

Formula 1 team managers and sponsors alike tend to have very set views about where they like their 'new boys' to have acquired their early learning, and in this respect they regard the British Formula 3 Championship as being one of the finest approved schools, so to speak, for their potential recruits.

On the evidence of the past decade, they can have no reason to doubt that this year's twenty race series, sponsored once again by Marlboro, will again produce a crop of worthy graduates to the senior formulae. Consider. Of the drivers currently engaged in Formula 1 World Championship competition, Nelson Piquet, Danny Sullivan, Nigel Mansell, Andrea De Cesaris, Raoul Boesel, Chico Serra, Roberto Guerrero and Derek Warwick all cut their teeth on the cut and thrust of Brit-



tish Formula 3 racing in recent years. In the middle school of Formula 2, there's an equally prolific clutch of Formula 3 Old Boys — Dave Scott, Jonathan Palmer, Mike Thackwell, Kenny Acheson, Enrique Mansilla amongst them — who are just waiting in the wings for their Formula 1 debut.

The point is clear then. If you want to get ahead, get a good season or two of British Formula 3 under your belt. Amongst other things, it will give you the opportunity to set out your stall in front of every Grand Prix team manager during the Marlboro British Grand Prix weekend at Silverstone this year, and that's just about as valuable as displaying your wares to the same audience in the traditional Monaco Formula 3 event.

Sounds simple, doesn't it? But of course it isn't, because there's a problem. You guessed it. It's money.

Despite being the most junior of the internationally recognised formulae, it is still very expensive to mount a major competitive assault in Formula 3. The Marlboro British series can quite easily swallow a budget of £100,000 and more, and such sums are, for most competitors, a veritable king's ransom.

Inevitably, the cash factor has an impact on the number of teams who can contemplate taking part, and it has to be said that the current economic climate has done nothing at all to swell the entry lists.

There's something of a chicken and egg syndrome in action here. Sponsors like to play to full houses, and full houses tend to be attracted by full grids and close, quality racing. If the racing menu doesn't provide the dish the spectator demands, then there are thinner crowds and sponsors get turned off.

Marlboro have looked at this problem in some depth and come up with an innovative solution which, in the longer rather than the shorter run, should help to break the vicious circle. Under the banner of the 'Marlboro Challenge' to find Britain's next James Hunt (our last World Champion, remember) they are running a competition throughout the UK which, amongst other things, offers FREE entry to various rounds of the Marlboro F3 series. It's early days yet to judge the ultimate effect on gates, but for the fourth round of the series at Donington, there can be no question that many more people turned out on a pretty miserable day because of the Marlboro inducement. If in the final analysis Marlboro can point to greatly increased attendance at race meetings, then competitors will be in a much stronger position when approaching sponsors. That at least is the theory and intention, and let's hope that it works. The cycle of deprivation for many actual or aspiring F3 racers needs to be broken, and Marlboro's scheme looks to be the best attempt to date to crack the problem.

In the meantime, it is the better funded teams who inevitably have tended to do the front running in this year's championship to date. Having said that however, there is little doubt that the man who has done ALL of the winning so far has succeeded at least as much by talent as by the excellence of his team's preparation and finances. Ayrton Senna da Silva — for it is he — has stamped his mark so indelibly on the Marlboro series in the first five races, that just about all the other competitors are currently suffering from a kind of dazed paranoia.

If ever there was a racing driver of true class in the making, then Senna da Silva is the man. Other drivers have, in the past, put together a succession of wins to compare with the Brazilian's, but there is a general consensus around the F3 scene at the moment that Ayrton's ability is of a truly different order. It remains to be seen if he can be beaten on level terms, but at the moment there doesn't appear to be much prospect of that happening.

All of which must be desperately disheartening for some very good drivers who have had to settle for the minor places so far. Martin Brundle, Davy Jones, Calvin Fish, Mario Hytten, David Leslie and others have copperplate credentials amongst them, but none has so far put very much heat on the flying Senna da Silva.

As we revealed in our Long Beach issue, GPI has a more than passing interest in the Marlboro British F3 series. Having assisted the 1981 champion, Dr Jonathan Palmer, we have renewed our association with the championship this year by sponsoring Canada's Allen Berg, the 'down-under' Pacific Champion this past year. Allen, we are happy to report, broke his duck at Thruxton a couple of weeks ago, with a storming race that earned him fifth place and his first championship points.

As the season progresses, we'll be following the fortunes of Allen and all the other competitors with regular reports in GPI.

Marlboro British F3 Championship - 1983 Points after 5 rounds

Ayrton Senna da Silva	**48**
Martin Brundle	**32**
Davy Jones	**12**
Mario Hytten	**12**
Calvin Fish	**11**
David Leslie	**6**
Johnny Dumfries	**3**
Allen Berg	**2**
Tim Lee Davey	**2**
Richard Trott	**2**
Tony Trevor	**1**

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PADDOCK NOTES FROM RICARD

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FOUR OUT OF FIVE

Renault won the French Grand Prix as last year, but there wasn't the ballyhoo of last year's race. Alain Prost won, making only one slight mistake; it was a win long overdue for Renault. Behind him, Nelson Piquet was also happy, our man Rosberg scored his first points of the year, while Manfred Winkelhock was involved in a worrying incident.

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PRACTICE

Andrea de Cesaris should have been on pole position, but instead the Renaults occupied the front row. Prost made maximum use of a clear lap to record a lap two seconds quicker than the rest.

N° 62 (SAN MARINO) WILL BE ON SALE ON MAY 4, 1983

Grand·Prix INTERNATIONAL

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THE RACE

On one hand it was a Renault/Brabham event, further back, a Ferrari/Williams duel. All four manufacturers pitted for more fuel, and left the rest far behind.

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RACE STATISTICS AND LAP CHART

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THE BIG MOVE

After spending most of his married life in Magny Cours, Jacques Laffite has made the brave decision to leave France and live in England, close to the Williams team. Always young at heart, Jacques sees no reason why he shouldn't make a new life for himself abroad.

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EXTRA, EXTRA

Andrea de Cesaris, Gérard Ducarouge and Michelin might have been the heroes of Ricard, but it was not to be. GPI followed the ups and downs of a fraught weekend for Paolo Pavanello's Euroracing team.

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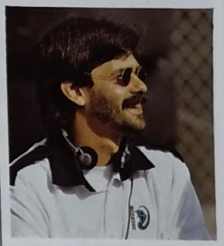
TECHNICAL: BRABHAM BT 52



It won in Rio and finished second at Ricard. GPI brings you the BT52 secrets.

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RACE OF CHAMPIONS

A week before the French GP, 13 cars and drivers assembled in England for the non-championship F1 race. Danny Sullivan pushed Keke Rosberg all the way, the Spirit-Honda made its F1 debut, as did Jean-Louis Schlesser. Read all about it.

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COCKPITS

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The paddock in Paul Ricard

FUEL, TYRES AND OUT

There is a lot you can say for and against refueling stops which, at least among the turbos (plus the Williams team) became the order of the day at Ricard. Thus Gérard Larrousse, whose team, despite Prost's mistakes in coming in too fast and not putting his foot on the brake at the right time, profited considerably from the manœuvre, is dead against them: *"I don't like them and I never will. They are dangerous,"* said Gérard, *"and I don't see why mechanics should be put at risk during a race."*

The truth is, however, that they proved one of the few exciting features of an otherwise dullish race. Furthermore, the variety of ingenious solutions to the refueling problem and the smartness with which the manoeuvre was accomplished, show that, as with every development and innovation in F1, there is an argument that cuts both ways.

Certainly safety was closely controlled. For the first time (see Editorial) the pit lanes were cleared of *everybody* except those actually working in the pits; likewise, when it was thought Ligier might refuel, they were moved to the area where other teams were refueling to centralise emergency procedures. Both measures were eminently successful and there were no incidents whatsoever.

Which does not mean that the pit-stops themselves were dull. Arnoux was the first to come into the Ferrari pits and got out in 15.71 seconds. Cheever followed, at 17.59. When Rosberg came in, he had trouble with the pins of his front wheel and lost 26 seconds; Prost made his mistakes and lost 24-18. Tambay turned around in 16.8, Piquet at Brabham in 16.07 and then Laffite and Williams set the record at 13.78: not a real record, because Jacques' tyres were still good and the team only added fuel.

On the whole, a smart and efficient performance, which interestingly enough had no effect on the results. The weather was cool, diminishing the danger, but the spectacle was warm and compelling.

THE BOX

Amidst the general anguish over the fate of Ricard and the appalling disorder of its traffic problems — an absence of gendarmes and some singularly incompetent ticket-takers brought Ricard into the Silverstone class for sheer horror of access and exit — much was said, and little of it kind, about the standard of television coverage provided, the general opinion being that the French transmission came close to being as bad as the American.

One is used to better things. Though it is natural to stick to the local boy whether or not he's having a significant race (and TV Globo in Brazil surely adhered to Nelson Piquet and Chico Serra), it is rare that so much significant action is lost by incompetent direction. At Ricard, no sooner did an interesting duel develop (with the commentator heating up) than the cameras cut away, either to some totally empty stretch of track or to Prost ploughing his lonely furrow up front.

The Americans have at least the excuse of neither understanding nor liking the sport but the French are, after all, fanatics of F1. A paucity of cameras, poor placing of the few there were (so high that we might have been in the Goodyear blimp) and a general neglect of the interesting, marked the coverage. And when will FOCA, who owns the TV rights, persuade the television companies that, as the home audience often sees highlights, a running lap count in the corner of the screen would be a boon to all? As it is, those editing the tapes have to puzzle their heads about when what took place.

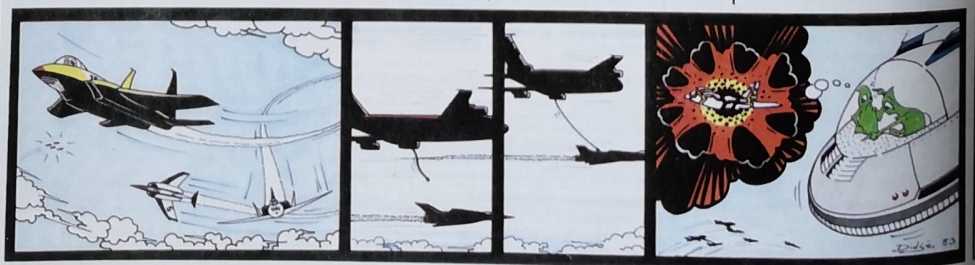
WHITHER JONES?

If you listened to some of the carping voices you hear about in the paddocks, you'd have thought that Alan Jones was just a strictly-for-cash driver too lofty to continue co-operating with the Arrows team while it was hunting around for sponsorship. Now, while there is no doubt that commerce is not always the furthest thing from Alan's mind, there are times in the lives of drivers and teams when a little back-pedalling does no harm. What happened was this: on the Wednesday before Ricard, Alan called team boss Jackie Oliver in London and said, as they drifted into conversation about this and that, that he wasn't sure the pair of them were going about this the right way. Said Jackie: *"The truth is we were trying to pay Alan with money we don't have"*.

Which you can understand more clearly if you understand that Alan was in fact costing more than the team to run. Alan then said that *"if we go on this way, we're only going to make matters worse for the team. I came back to F1 with plenty of confidence in myself and in Arrows. I think I've demonstrated at Long Beach and Brands that I'm happy to drive with Arrows and up to standard. So when someone comes up with the scratch, I'll get back in the car."*

Meanwhile, it is back to his slide show, his presentation kit, his model and his video for Jackie O. He claims to love selling. He'll need to love it because, as he said, *"it's really not the right time, is it? But a really smart sponsor who wanted to get into the sport would come to me and say,* 'Here's so much, half for Alan, half for Arrows, race on that this year and then next year I'll give you proper sponsorship.' "

Well, despite what you might read in the Italian press, Aladdin hasn't yet appeared with his magic lamp. The Jones saga also proves that over at McLaren they're no commercial fools, either. They wound Alan up to believe he could have Wattie's seat, or at least made fluttering noises in that direction, and thus signed the Ulsterman up for less than he might have demanded otherwise.



AUSTERE DOLLARS

With the austerity measures announced by the French government, a local newspaper printed not too far from Ricard said that M. Mitterrand's men had asked FOCA president Bernard Ecclestone to come up with the contract between FOCA and the Ricard circuit for the French Grand Prix.

The newspaper went on to note that there had been delay, or difficulty, in coming up with the said contract, which supposedly called for the near-bankrupt circuit to pay out $850,000. Snapped Ecclestone, when asked, "I can start a rumour like that in three minutes flat."

Which passes as an official denial. Still, as FOCA operates in dollars and moves money about the world, one wonders what effect a prolonged period of interdiction of such pay-outs in dollars might have. The next circuit that might be affected is Dijon-Prenois.

OSELLA/ALFA

Osella's plans to run the Alfa Romeo V12 engine look likely to become reality at the San Marino Grand Prix at Imola. The first engine will be put into the existing chassis, but Tony Southgate, who is the team's consultant engineer, is already at work on an entirely new chasis to accommodate the V12 engine. He says his new design will be ready for the Detroit Grand Prix in June, but at the moment the team has not yet decided who will get the privilege of driving with the new engine, either in Imola of thereafter.

JODY'S ENNUI

Among the visitors to Ricard was former world champion Jody Scheckter, who lives in nearby Monaco, which led to a spate of rumours — utterly unfounded — that the South African was thinking of returning to the track, making this season a five-champion race.

The truth is, Jody was bored, wanted to see his old mates, had nothing better to do, found the weather uncongenial for tennis (he was heard, as so often, blaming his racquet for his difficulties with the game) and wanted an outing. He was smart enough to stay at home and watch the race on telly.

It's not every day that you see a Formula 1 car upside down... Chico Serra gave everyone a fright when, during Saturday's timed session, his rear suspension failed and his Arrows A6 went through the catch-fencing in the Verrerie esses before turning over against the tyres lining the barrier. Despite his misfortunes, the Brazilian driver was lucky: his petrol tank held out.
(photo: B. Asset)

A CLEAR FUTURE?

In this account of the French Grand Prix, much is said about refueling stops. In our opinion, some points need to be made, since this aspect of the sport as spectacle is to disappear next year. The first is that we agree, and Brazil proved, that under certain climatic and other conditions, the operation is dangerous; even at Ricard, entry and exit from the pit-lane provided a number of near misses to stray mechanics. The second is that those who object to rule changes as well as those who insist on them, for reasons of their own, must realise that technical development in the sport cannot be stopped. It is part of the sport's contribution to the motor industry and part of F1's image as the vanguard of inventive technical development.

The next thing that must be said is that the pit-stops at Ricard contributed greatly to the spectacle and interest of the race. Thus, if the refueling stops can be made safe, and they were certainly efficient, then they contribute to the sport.

One of the reasons that Ricard was safe for refueling was that special precautions — such as segregation of refueling teams, etc — had been taken.

Which brings us to our second subject: the clearing of the pit-lane. No one would argue, and we have long pleaded, that the pit-lanes during a race, clogged as they usually are with hordes of supernumeraries of which only some ten percent have any real business there, should be cleared of superfluous non-workers: sticker-girls, cousins and aunts of circuit employees, poseurs, friends and so on.

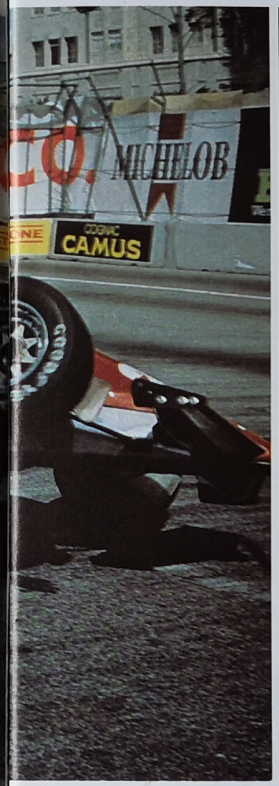
When it comes to the press, the subject becomes more contentious. The media need access to the pits; it is they who convey our sport to the world and it is in the pits that they labour and scrounge for their words and images. But, of the working press (and the working press is a minority of the press at any grand prix), only a few need access during the race.

At Ricard, a rough and ready solution was found when Messrs Balestre and Ecclestone imposed their ban. The question that exercises our mind is this: who shall determine who has that access and how much was the ban at Ricard part of a long-range plan to restrict the access of the press to its sources of information?

We would not be worried by this situation if there were any body competent to speak for the press and resist last-minute ukases from FISA and FOCA. Until this year, such a body, IRPA (which is the professional association of all those whose business motor racing is) existed. This year, IRPA has been conveniently, like eggs into flour, folded into the FISA press commission. That is, we believe, an invitation to FISA and FOCA to do as they wish. It was not a good idea. Unless, that is, the FISA Press Commission does its job efficiently, impartially, properly and without the taint of favouritism which has marred many previous attempts to organize (and control) the press.

Keith Bostford

The paddock in Paul Ricard



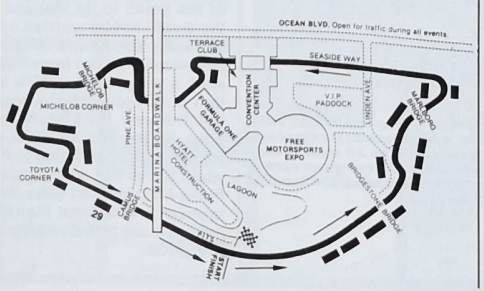
Blast from the past: this isn't Paul Ricard, but Long Beach — a fabulous picture of the incident between Tambay and Rosberg, which reached us too late to be included in the last issue of GPI. The photographer? Unknown...

WHERE'S MY STICKER?

Most racing buffs will, by now, have observed that the Williams team sports a bewildering and ever-changing batch of sponsor decals on its cars. So frequent are the changes that we particularly like the story of the photographer who was sent scurrying back through his files by a Williams man to find a picture of the car in 1979: it appears that particular sponsor wasn't sure he'd ever got his money's worth.

LONG BEACH III

Chris Pook may not be hosting a Grand Prix at Long Beach next year, but his activities are still of interest to GPI. He's sent us the map of Long Beach III, the latest version of his round-the-houses circuit in California which will be the venue of a CART race next year. To satisfy both drivers and constructors, the circuit has been made less twisty around the right hand section of the circuit. The 'Tambay/Rosberg' hairpin and the 'Rosberg/Jarrier' chicane will both disappear. And now for something completely different: the cars will race in an anti-clockwise direction, because CART cars' refuelling systems are one the left side of the cars.



TOP SECRET

Connoisseurs will have noted that both Ferrari and Renault have water-injection systems fitted to their turbo engines. These are designed to cool the engines, to improve fuel consumption and to better combustion. Or so we've been told in the past.

The system was first used in aircraft engines during the last war, was briefly used by Alfa Romeo in the late Sixties on saloon cars and then conveniently revived by Ferrari towards the end of 1981, though the use of such a system was not actually admitted to by Maranello for some six months after that.

In fact, both Ferrari (whose system is, we believe, patented) and Renault have been singularly secretive about this aspect of their development work, with too-specific questions being answered with evasion.

Now we know why.

According to a top-secret, independent report prepared (at whose request no one knows), the water-injection systems, which vapourise or emulsify the water (if indeed it is but water) as it is injected into the fuel, not only have the magical properties reported above, but also increase the octane rating of the fuel from the legal limit of 102 to well above 110, which might just be one of the reasons Alain Prost was able to put in such a startling lap during practice at Ricard.

The report, Independently-financed and carried out, we understand, by a highly-reputed firm of technical experts, was presented to FISA as well as to Renault and Ferrari on the Thursday before the French Grand Prix. Neither Jean Sage, nor Marco Piccinini, who received the report, accepted or denied the contents of the report, but both were apparently visibly shaken by its contents.

THE 'NEW' SPA

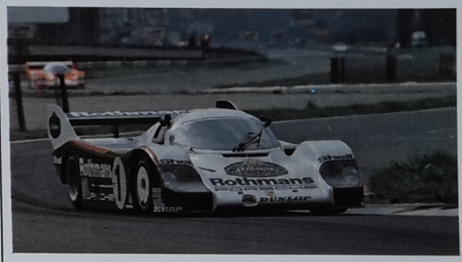
Formula One testing was due to take place at Spa on Friday and Saturday following the French Grand Prix, which would mark the first time F1 cars have been out on the famous old Spa-Francorchamps circuit in thirteen years. That old circuit, famous for its speed and treacherous weather, has undergone major transformations in the interim.

Gone are such famous landmarks as Malmody, Stavelot and the Masta kink. They are replaced by a brand-new section which runs from Las Combes to White house: a stretch that should provide excellent viewing when the Belgian Grand Prix is run in the Ardennes on May 22nd.

The 'new' Spa has actually been around for some time now, but significant changes have been made to allow F1 racing there, The changes were in response to two major worries shared by FISA and FOCA.

First, the antiquated pits were too narrow and ill-suited to the demands of modern F1 racing. They can take fifty saloon cars during the 24-Hour race, but pits for F1 require a lot more space. A second concern was the old downhill start, which was also deemed too tricky for comfort. As a consquence, both the start-line and the pits have been moved to just before the hairpin at La Source. As the cars come out of the 'Bus Stop' chicane, they will veer right ot enter the new 32-garage pits freshly built on the right of the track. The start will be on the flat, opposite the pits.

Because of the move, the finish line, which remains at the old pits, is now 662 yards down the track (i.e., the distance between the start before La Source and the finish downhill), thus the total race distance will now be 181.763 miles, and the race will be run over 42 laps.



GOING UP

GPI acts as a sponsor — in Formula 3, we've backed Jonathan Palmer and Pierre Petit in the past and currently, Allen Berg. Now that our magazine's going into Endurance, we've decided to do even more: the Silverstone 1000 km round of the World Endurance Championship for Makes, in which Porsche 956 and Lancia-Ferrari will confront each other on May 8, will carry the official title "Grand Prix International 1000 kms." We're not ashamed to admit we're rather proud of that.

THE WIND OF CHANGE

The Sera-CD company, based in the Paris area and famous for its aerodynamic research on Porsche 917, Alfa Romeo 33 and Alfa Romeo F1 cars, has been in financial trouble for some time. The firm's boss, Robert Choulet, was at Paul Ricard and he told us that he has left Sera-CD and is currently setting up his own company along the same lines. For the time being, it has no name, but that shouldn't take long.

GIANNI MARELLI

The Italian engineer left Autodelta at the end of last season to rejoin Gianpierro Moretti, manufacturer of the famous Momo steering-wheels. Today, thanks to Marelli, Momo is broadening its activities and is making magnesium alloy wheel rims, intended for all categories of cars. Among Marelli's current plans: the production of wheel rims made entirely of carbon fibre. He brought a prototype to the French Grand Prix.

QUOTE OF THE WEEK

"At last an Osella starts the race!" (Corrado Fabi, on qualifying 26th on the grid.)

FOUR OUT OF FIVE

There was the little man, leaping out of his car to kiss mechanics and all, much moved, genuinely moved. And why not? He had won the glittering prize, the one that Renault really wanted. Effortlessly. With Cheever behind him, Piquet between. Apotheosis.

by Keith **BOTSFORD**

Look at him on the podium and Alain Prost does not look like much: a curly-haired ball of rather intense and striking features, a bow-legged and determined approach to life and to racing. He raises his hands in triumph; the home crowd duly responds. He does not, however, have about him the allure of the real folk-hero: unless, that is, he is the spokesman and symbol of the average French race-goer.

He sprays champagne; it is without real gusto. His mind is somewhere else. The seriousness that is in the man does not allow vast displays of emotion. Mechanics once kissed, and Jean Sage, the praetorian guard of the gendarmerie forming a double line through which he can move in a properly imperial fashion, there's not that much left of the man. For the last ten laps he's suffered the most intense pangs of anxiety; for the man has a memory. He remembers all those Grands Prix which, firmly in his hand, fell apart.

"*For the last few laps, I had this knot in my stomach. I've never suffered so much. It was as though I couldn't breathe,*" he

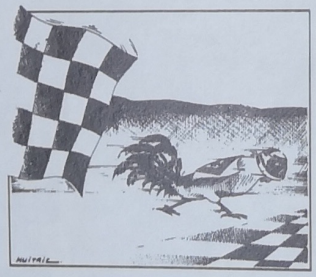
→

said afterwards. Understandable. Anxiety had shown elsewhere in the race, notably in his refueling stop. As the man admitted: "*I wasn't very good at it. I was too quick. I wanted to get in there, I'd been thinking about it for five laps before, and when I came into the pits, I'd forgotten all I'd decided to do. My engine was weak on low revs and I simply stalled; it was entirely my own fault. Also, I completely forgot to put my foot on the brake, which must have slowed down the mechanics when they had to change the tyres.*"
As for the knot in the stomach, that didn't come until the end: "*the car was working beautifully. It was when I saw I could win that it started. After the refueling. We put on the softer compounds for the second half of the race and from there on in, the anxiety began to grow.*"
As Gérard Larrousse was to say afterwards, in a glow of triumph, "*the RE40 is a car that should prove as effective in the slower circuits as it was here at Ricard. I hope and believe that Alain will chalk up the maximum number of points at the beginning of the season.*"
Those pieties apart, what was the little man thinking? He got, painfully, to the podium, literally buried under an avalanche of well-wishers. Well, the following may well have weighed on his mind; the presence at his side of Renault's Number Two Big Boss, Pierre Thiberguin, to whom triumph is doubly sweet. Then there was the fact of winning at home. As he said afterwards: "*This was the win I was waiting for, I feel as though I'm starting all over again, as though it were the first victory of my career. And the most longed for.*"
And, as you might expect, that longed-for feeling derived in large part from the fact that this was the first time since Kyalami last year that the chequered flag had dropped before him with the little man in front. "*I have never waited so eagerly for a win nor for so long: that is why I feel like some drivers feel when they win their very first race,*" said Alain.
It was, in fact, an impeccable race. Throughout, Prost was never threatened. His refueling suffered a minor hitch but did not really threaten his position because, when he emerged from the pit-lane, he knew that Piquet, who was lying second, still had his refueling stop to make. In addition, he put on softer tyres, and was quickly able to re-establish his lead. Never under threat, with engine and chassis performing superbly, with a finely-honed organization behind him, Alain could not lose. He made that plain to all.
Last year, he was widely tipped as champion apparent, but things went wrong: at Monaco in the last three laps; at Dijon again in the last three laps, when Rosberg got past him, and he finished second in a race he seemed to have in his pocket and had led from the start at Zeltweg when he had to stop four laps from the finish: a catalogue of disasters which now seem firmly behind him. The knot in his stomach hadn't quite gone, but it was a serene Prost who climbed the podium and greeted the meagre crowd: and one who knew how much fate affects the outcome of the hardest struggles.

Keith Botsford

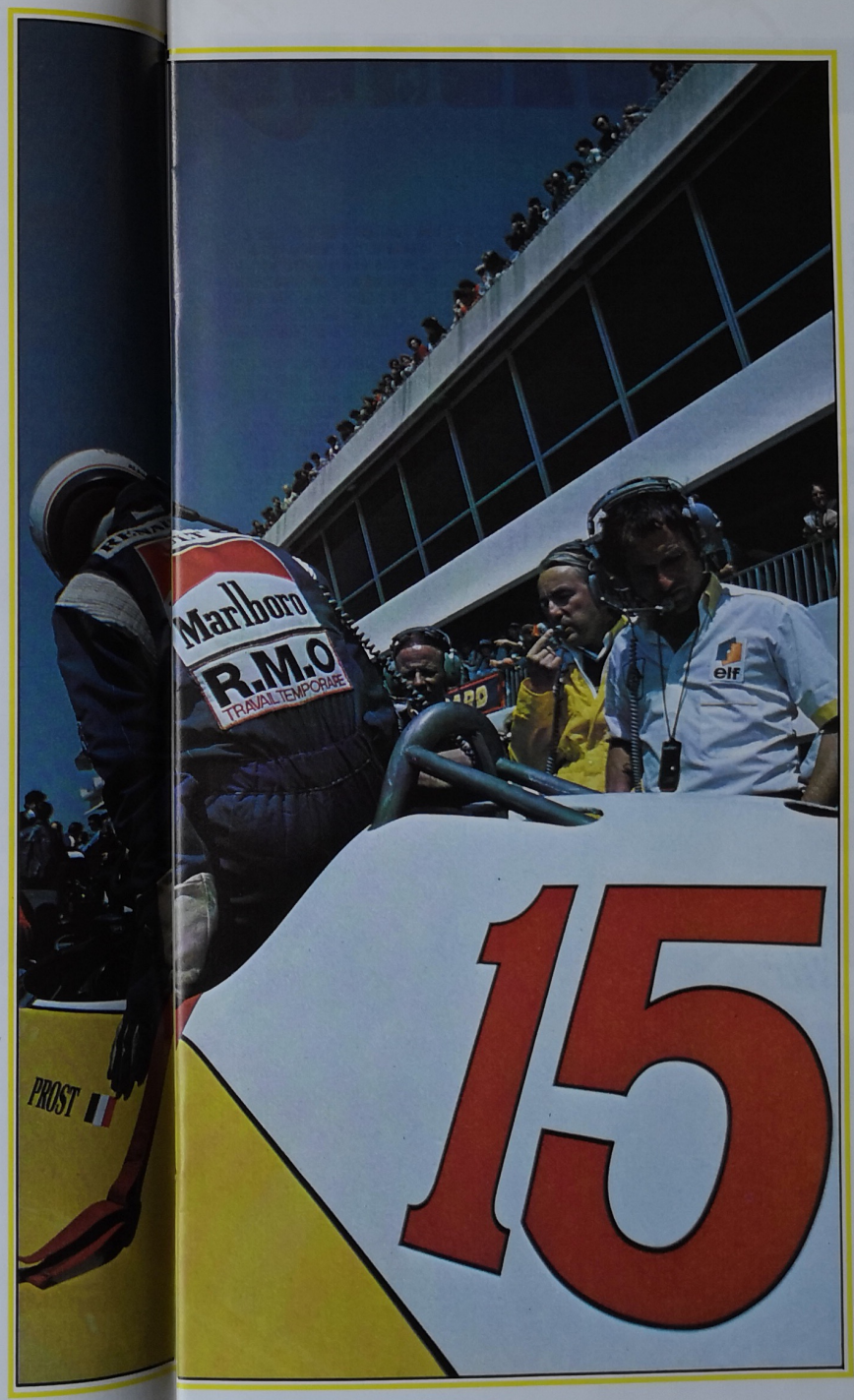
MANFRED WINKELHOCK

I'd had considerable oversteer for several laps when suddenly the car started to vibrate really badly. I'd also had engine problems for quite a few laps because of a broken turbo exhaust, and I thought the engine had suddenly broken, or something like that. I thought that a piston had just poked its way out of the block, because it felt like a pretty serious breakage. Consequently, I pulled right over to the left of the track so as not to leave oil on the racing line. That was all I was aware of and I assure you that I never touched Mauro Baldi's car before he went off. If you don't believe me, come and see for yourself if there are any marks on the car.
But putting that aside, I feel that we're on the right track now, I hope that we'll soon be sufficiently competitive to try refuelling with the rest of them. I'm not at all against fuel stops but you need a lot of people and expensive equipment if it is to be totally safe. Kicking everyone out of the pit lane, I feel, is a good idea when it comes to fuel stops. And if the stops themselves make racing more interesting to spectators, then I think it's a good idea.



NELSON PIQUET

Given the weekend we had and the practice, the result could not have been better. There was a point when Gordon Murray and I thought we ought to throw in the towel. But, as it turned out on the day, I had serious thoughts for a while of actually winning the race. Though I have to acknowledge, I could only have done so with a generous helping of luck. But I actually had a trouble-free race and after I overtook Cheever, I simply tried this and that in the car to see what it would do. By then I had fixed on a tactic: to stay in the race and finish. Second I knew was within my grasp and second place would put me in the lead for the championship. Which, make no mistake, I intend to win.
When it came time for everyone's pit stops, I thought that might change the balance of things and I might actually win. But soon afterwards I realized that if I tried to catch up to Prost, who was going absolutely beautifully, I would probably wreck my tyres. I was suffering from mild understeering and I decided caution was the better part of valour. My pit stop was fantastically efficient and I can't think of a single problem after that. A bad beginning to a race meeting, then, and a more than satisfying conclusion.



It was a full house of honours for Alain Prost at Ricard: a staggering pole position, a flag to flag win and fastest lap as cream on the cake. After Renault's disappointments at Rio and Long Beach, the Frenchmen were smiling again. (Photo: B. Asset).

KEKE'S COLUMN

From Long Beach, we went straight to Imola. That was no real pleasure. It was only a two-day test and I split the time with Jacques. The first day on a track that hasn't been used for a long time you're just crawling in sand and dust; the second day is the serious one and I wasn't doing it. No fault of Jacques', by the way.
I was also wildly jet-lagged: worse than ever. I just slept while the mechanics were replacing the engine I blew.
After Imola, I took off to Spain. My parents were there and that was nice: a relaxed time for all. Then it was back for the Race of Champions. I wanted to do it; I like Brands and I came to an arrangement with Frank to do it. I was pleased it was a two-day meeting: only to arrive in England and find out it was a three-day meeting. Lucky I arrived early. The race was eventful: everything went wrong except that we won it. Given the experience he had, Danny Sullivan put in a very good race. I had to make sure I made no mistake and especially, take all the left-handers as hard as I could, because in those corners I still had some sort of chance. For the rest, let's just say I had a few problems with my tyres.
Six months ago already, I was looking forward to Ricard as I might the arrival of the tax-man. And here I am sixteenth on the grid and I think, the race can't be worse than qualifying. So I'm looking forward to it; it can only get better. There are all the signs that it's going to be possible to make it into the points. I see everybody worried about their turbos and their tyres; I have to have a chance.
The lost points from Brazil are not in my mind. I thought the appeal was going to be heard last week; it isn't. Alright. I'll wait. Until May. Until then, no point in thinking about it. Brands gave me a lift. It was a good race, everybody loved it, it's always nice to win.
Then comes the race. We decided in the morning that we're going to refuel. The beginning of the race was good. I thought for a while, I'm going to enjoy this. For the first ten laps, I was sitting behind turbos. I was revving 11, 11.1 in top gear; I was sure the engine was going to go with a big bang. That never happened. I got past Ello: when I let him know I was going to do it. I came in to the pits and we had trouble with the pins on one wheel. I come out and I can't figure out why Jacques is going so fast: I thought he'd have cold tyres and I'd get by easily. I got by, but not so easily: he hadn't changed his tyres.
As for the rest, what can I say? I couldn't catch the turbos. No one could. I just did my best.

PRACTICE

The honour of opening the European season fell this year to Paul Ricard. As distressing rumours about the future of the circuit made the rounds on the Provençal plateau, the owners were no doubt looking for a big increase in the number of spectators: after all, it is not high summer on the coast and only the hardy dip a foot in the water. With a straight 1,800 meters long, Paul Ricard is the most favourable of all circuits to the turbo-engined cars. As a consequence one expected them to figure prominently in the results: in all the glory of their twelve different chassis.

Friday morning, the sky was a pure blue and a wan spring sun warmed the 28 cars which had raced at Rio and Long Beach, plus a RAM for Jean-Louis Schlesser who had made his F1 debut a week earlier at the Race of Champions. The one prominent absentee was Alan Jones who, having withdrawn his labour from the Arrows team because Jackie Oliver hadn't the wherewithal to meet his fee, stayed on as a spectator. As at Rio, Chico Serra joined Marc Surer in the team.

The ninety minutes of untimed practice were marked by the quickest time registered by Andrea de Cesaris, the only driver to crack the 100-second barrier. Behind him came Warwick and Baldi with Lauda, fourth, putting in the best time for the atmospheric cars and Winkelhock for ATS, whose form is clearly improving. As in some rotten B movie, where the hero is confronted with endless nasties, Tambay had a series of disasters: his race engine wouldn't work, his spare suffered mechanical failures and between the two sessions he had to fit a new V6 engine: that done, he had another breakdown, but this one at least was fixed.

At the first timed practice, for which two sets of qualifying tyres are permitted, the times started tumbling and the turbo cars increased their lead. Though still in the lead among the atmospherics, Lauda was now ninth. Once again, Andrea de Cesaris was quickest, bringing his time down to 1'38"099. Behind him came Prost and Cheever. Prost would have been more of a menace for the Alfa if he hadn't been held up by Boesel while out on his second set of qualifiers; the result was a spin. Then came de Angelis, Piquet, Arnoux, Winkelhock and Tambay, who lost yet another engine after four laps and was again compelled to change cars. Thus Michelin took a somewhat unexpected advantage, though it left Gérard Ducarouge still unsatisfied: that, of course, was before he learned that his driver's time had been obliterated, the full story of which the reader will find in *Extra! Extra!*

Derek Warwick had many mitigating factors to explain his place at the tail of the turbo brigade: no sooner had he left the pits than his Toleman-Hart suffered a fuel pump failure and he had just the last ten minutes of the session in which to go out in Giacomelli's car.

Clear skies again for Saturday. To get his own back, de Cesaris promptly set the fastest time in the morning, this time leading a group of nine turbos. The front-runner among the atmospherics was now Jean-Pierre Jarier, his Ligier being equipped with an engine cover and a small rear wing. Lauda and Mansell tried out the new Cosworth DFY; Watson, Alboreto and Salazar lost an engine each; but again it was poor Tambay who suffered the worst horrors, the water hose breaking after ten minutes and his engine seized up: no sooner had he gone out in his spare that his turbo charger gave up the ghost.

By final practice, the sky is clouding over and the temperature is sinking. It seemed likely that most times would fall, but as it turned out, only fifteen drivers were able to better their Friday times. In the Alfa Romeo camp there is an outbreak of nerves. De Cesaris has yet to put in an official time and his team thinks him fully capable of taking pole: especially as, thanks to the courtesy of Brabham, Alfa, like Ligier, has received a set of miracle Michelins. But like many others, Andrea got stuck in traffic and soon saw that the front of the grid belonged to the two Renaults.

Cheever, who went out in his spare after a mechanical problem in his race car, was unable to better his Friday time, but Alain Prost put in a dream clear lap: an almost unbelievable 1'36"672. The gap is huge: 2'308". Prost is as taken aback as his rivals: he had been dreaming of a 1'37"...

To add to his status as the poor wretch of the weekend, Tambay once again fell victim to his jinx. Having chosen to go out in his spare, specially mounted with a race block, that engine too gave up the ghost. A trifling compensation derived from the fact that his team-mate Arnoux, too, had his problems: just as the flag was coming down to mark the end of practice, his engine blew up in spectacular fashion.

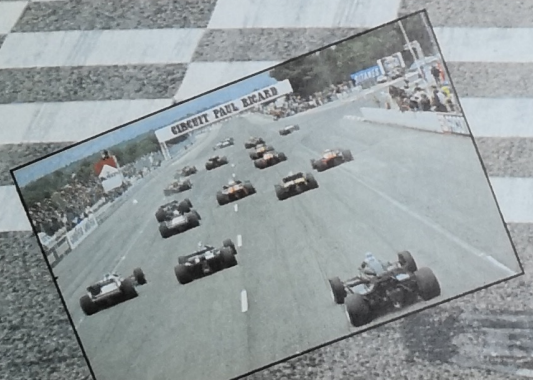
Neither the RAMs of Salazar or Schlesser nor Ghinzani's Osella managed to qualify; but young Corrado Fabi finally managed to put an Osella on the starting grid, whose last row he shared with a miraculously spared Chico Serra who went off the track halfway through the session at the ultra-fast esses of la Verrerie, probably because of a rear suspension failure.

His Arrows went full tilt through the catch-fencing, hit the banked tyres behind and somersaulted onto its back with most of its suspension ripped away: not the most comfortable of positions.

Didier Braillon

THE RACE

It was a red-white-and-blue day for Alain Prost, Eddie Cheever and Renault at Ricard: a faultless performance by the wee man and the jolly giant who came in charge, but Rosberg and Lauda made a race of it, turbos were in charge, but almost. As a farewell to Ricard...



THE RACE

1. Right from the start, where they occupied the first eleven places on the grid, the turbos leapt into the lead. As early as the first lap, the Renaults and the Brabhams were setting the pace. Prost led Patrese, Cheever and Piquet; three of these four were to end up on the winners' rostrum. Only the Italian was forced to retire, with an overheated engine. (Photo: B. Asset)

2. Behind the Renaults and the Brabhams, the Ferraris completed the first lap in fifth and sixth places, Arnoux ahead of Tambay. Going into the second lap, on the approach to the chicane, Patrick overtook his teammate, who was already beginning to suffer from the turbo problems which were to keep him out of the points — although he drove a steady race. (Photo: B. Asset)

3. De Angelis got off to a good start, straight away settling into seventh place, behind the Ferraris. Gradually, the Lotus-Renault was overtaken by Rosberg, Winkelhock, de Cesaris and Laffite before being challenged by Lauda. It took Lauda from the 12th to the 18th lap to overtake. He moved into eleventh place, which left him third of those who weren't going to refuel. (Photo: B. Asset)

4. Warwick also started well, moving into eighth place during the first lap. Equipped, like de Angelis, with Pirelli tyres, he soon fell back, and by the 12th lap, just before he pulled out with an electrical problem, was lying in 14th place. All the same, the Englishman was going a lot better than his teammate, Giacomelli, who was back in 21st place, just ahead of Fabi. (Photo: DPPI)

The sky was leaden, the wind cold, and financial troubles weighed on Ricard to the point that it seemed unlikely there would be another race on the high plateaux of Provençe. Alain Prost, aided and abetted by a concerted effort by Renault on their home ground, made it to victory in the French Grand Prix by a wide margin. As Alain was to say afterwards: no problems. And, as many others were to say, we just weren't as good.

Which does not disguise the fact that, apart form the refueling, which occupied four of the teams — Brabham, Ferrari, Renault and Williams — and lent a certain interest to those who were able to watch the race on television, it lacked any sort of competitive spirit. Apart, of course, from Rosberg, who put in his usual temperament and verve, and Lauda. For the rest, we might have been stuck on a motorway on a Sunday afternoon. Or worse, a Sunday afternoon at the end of the Easter holidays. For the race which promised to belong to the turbos — given the straights at Ricard, the cool weather and that little bit of altitude — actually transpired that way. The start being the emblem of that turbo domination, with Patrese for Brabham making a splendid, charging start, the Renaults quickly establishing their dominance and the situation at the end of lap one being: Prost, Patrese, Cheever, Piquet, Arnoux and Tambay. Cheever soon took Patrese, but the real battle was taking place in the rear echelons, where Rosberg, who had started in sixteenth place, was living up to his game plan: "*I intend to attack from the start,*" said the world champion, "*What have I got to lose?*" First to succumb to his attack was Elio de Angelis; second was René Arnoux of Ferrari. The dodging through the twisty bits gave a certain flavour of competitiveness to a race which was otherwise a foregone conclusion.

For Prost, it was a breeze. For Piquet, who had otherwise had a miserable weekend, the race itself was a relative picnic: nothing could have been worse than practice. For Cheever, it was a disappointment, because he thought he could have beaten Piquet to the finish. For the Cosworth brigade, on the contrary, it was a total nightmare: vastly superior, in most cases, on the sparse curves at Ricard, they saw themselves constantly outdragged on the straights. The only other noteworthy feature of this race in two parts — before and after refuelling — was the brief duel between Lauda and Manfred Winkelhock: a duel that ended on lap 28 when Niki finally got by: only to retire on the next lap with his gear box gone and his rear wheels locked.

All attention meanwhile was centred (see Paddocks) on the refuelling procedures, which carried the Brabham-invented technique, first introduced last year towards the latter part of the season, to four teams. From which technique Rosberg and Prost suffered most, and Laffite and Tambay least. Towards the back of the field, retirement followed retirement. The first to yield was Watson, whose engine blew on lap 3 after a pit stop for a damaged nose cone after a brush with Baldi. The next was Mansell who managed to get his left foot under his own car (no mean feat) during warm-up and suffered the consequences. Then followed Warwick who, after a stop to change his tyres, simply stopped with an engine gone. Patrese followed with a blown engine. Then de Angelis, with a mystery failure in his engine.

The refuelling stops engendered a certain excitement, but, in fact, they left the field basically unaltered. Prost, momentarily put out of the lead by Piquet, quickly reconquered his rightful place, Rosberg overtook Laffite and the remainder of the race was serene: for those who, on the day, had the goods.

Of these favoured children of the gods, Prost was the best. Like Piquet in Brazil, he won with a lot to spare. The atmospheric cars did their best; at Ricard, they were not in the ring. Baldi got forced off by Winklehock (as Rosberg witnessed from behind, sprayed with stones) and had a spectacular spin across the track, but nothing was significant alongside the immaculate triumph of the Renaults.
Prepared to the nines, immaculate in refuelling, with the right rubber, the right fuel and the right drivers for the day, Renault triumphed on home ground: for the fourth time in five seasons. Doing as much on other tracks, would they not long ago have been champions?

Keith Botsford

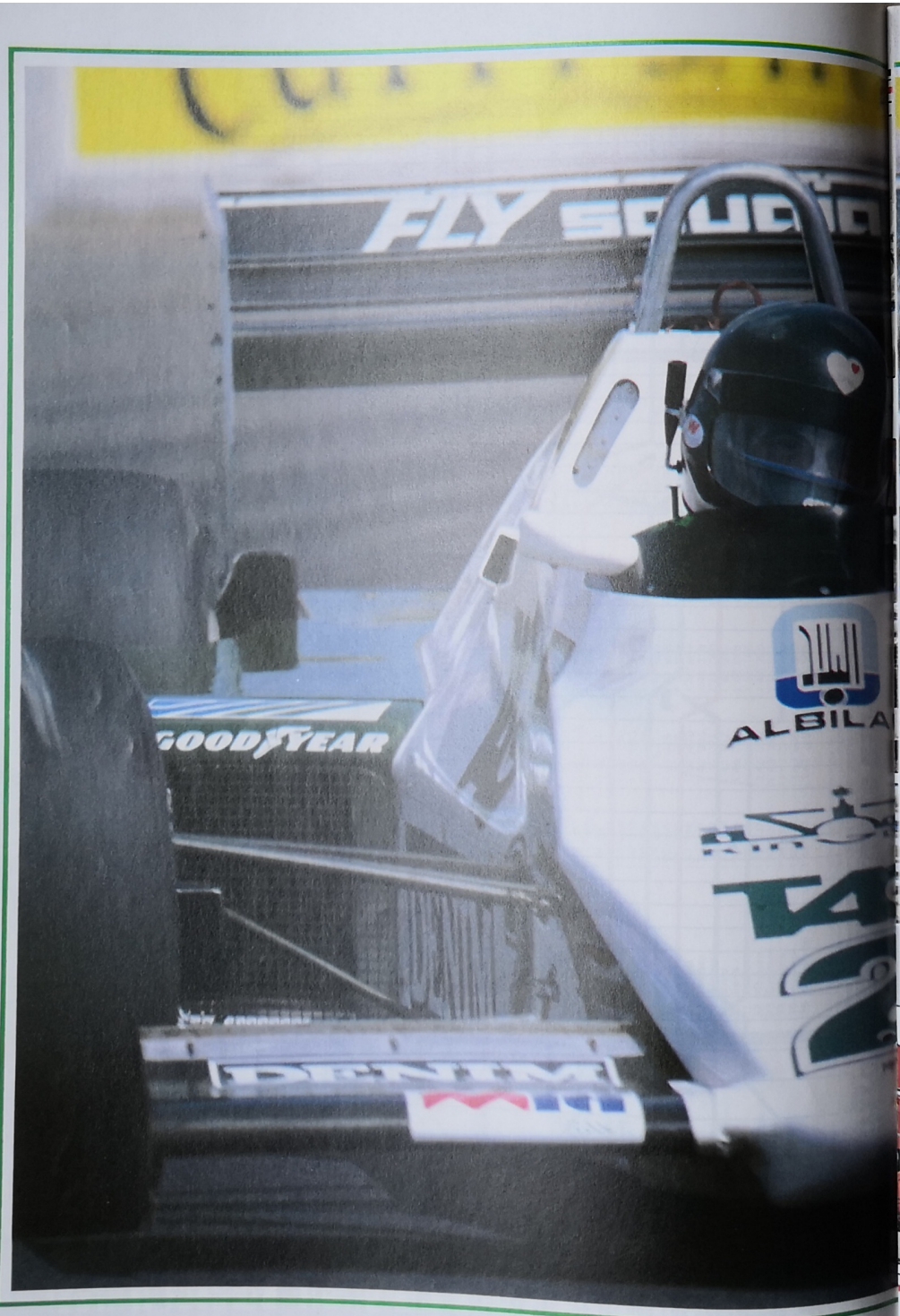
THE RACE

5. After his long battle with Lauda, de Angelis had to admit defeat and the McLaren overtook him. Behind them, in a long line, came Alboreto, Jarier, Guerrero, Surer and de Cesaris. Just before he pulled out, when Baldi overtook, de Angelis locked up his brakes at the chicane... (Photo: B. Asset)

6. Winkelhock moved up into eighth place between the 10th and 13th laps, which made him first of those on full tanks. But soon after, his race became a nightmare because of drastic oversteer (right rear tyre blistered) and increasingly serious problems with his turbo exhaust. He had to pull out in the 36th lap. (Photo: First Line)

7. Tambay refuelled at the same time as Prost, after Arnoux, Cheever and Rosberg, but before Piquet and Laffite. All these pit stops passed off without incident, and none of the positions changed. Tambay settled back into fourth place. (Photo: First Line)

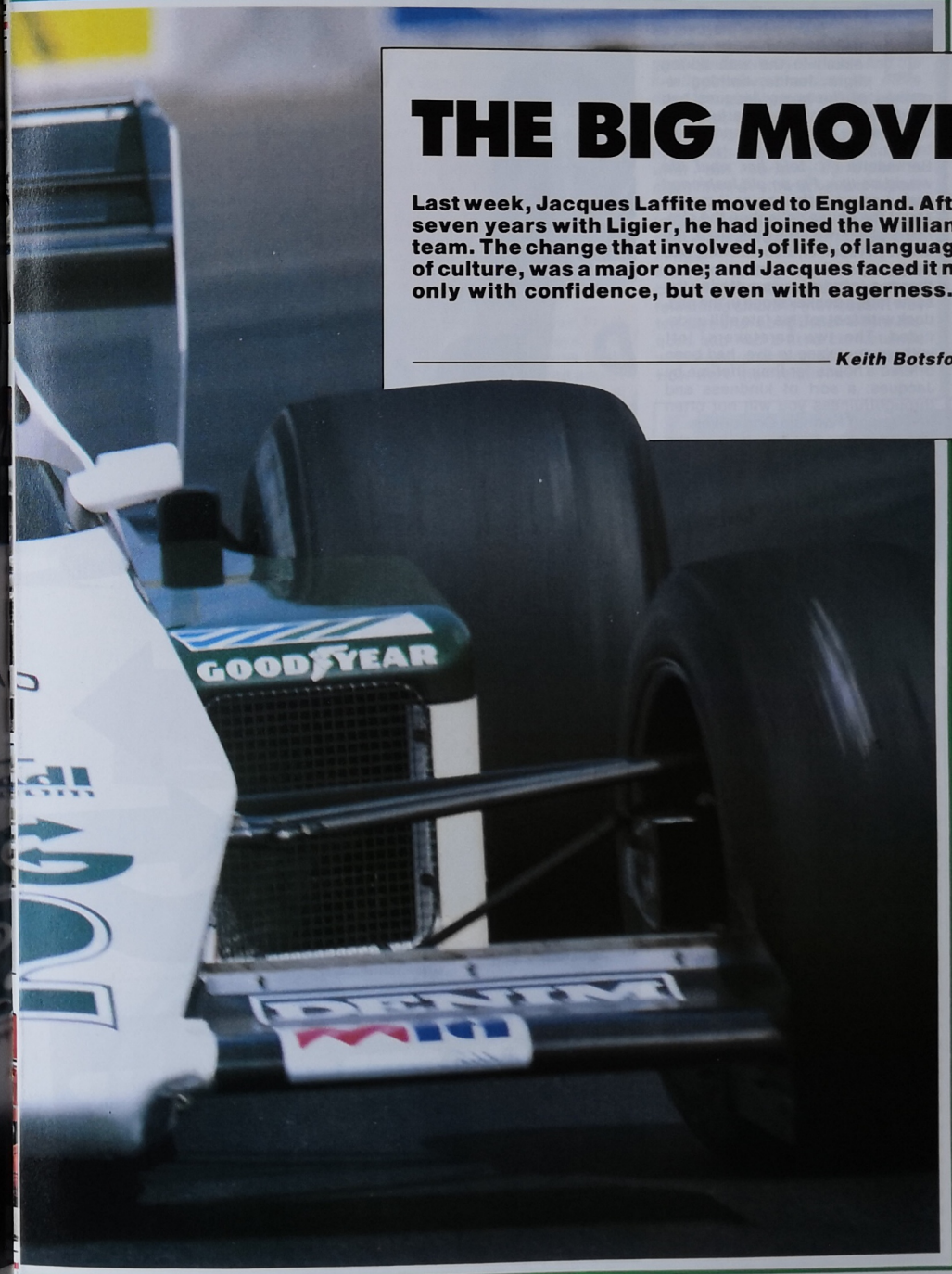
8. Unlike the others who stopped, Laffite refuelled without changing tyres. As a result, he set a record for the shortest stop — 13"78. He came back in ahead of Rosberg, but there was never any chance of his withstanding the team leader and he finished sixth. (Photo: First Line)



THE BIG MOVE

Last week, Jacques Laffite moved to England. After seven years with Ligier, he had joined the Williams team. The change that involved, of life, of language, of culture, was a major one; and Jacques faced it not only with confidence, but even with eagerness.

Keith Botsford

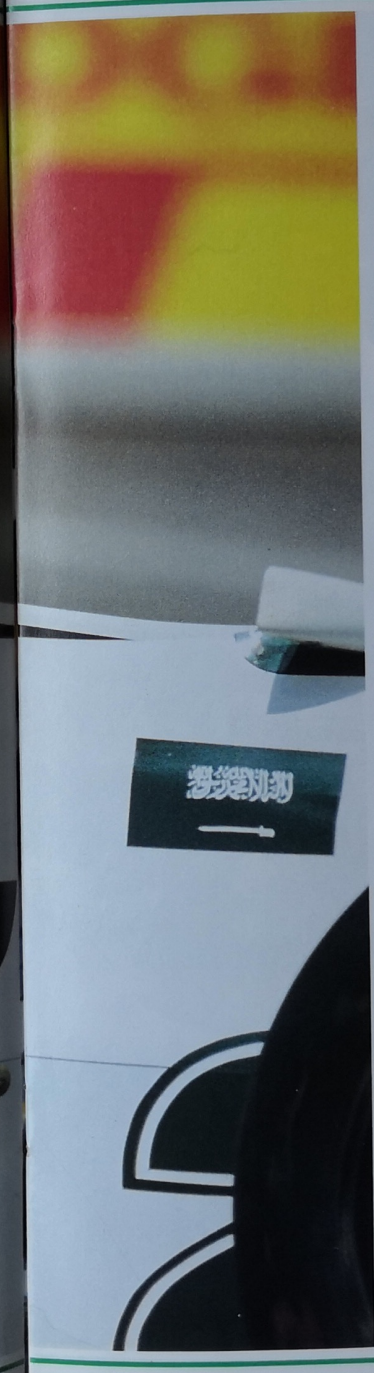


The house at Magny Cours was deserted. In the yard, a pair of kids' bikes stood naked in the wan spring light. Inside, nothing remained of the home Jacques had lived in for seven long years: just a kitchen table, four chairs and a few trunks. The debris of a life. His wife, Bernadette (*"I told her what life would be like, I'm an old-fashioned man, I gave her the choice."*) moved about the house collecting the remnants of her two little girls' lives, the odd toy. A spaniel, disconsolate, was being sent to live with relatives; another dog, in hiding, was suffering the same fate; a donkey stood in the paddock with foot rot, his fate still undecided. The two caretakers, left without any place to live, had been offered a house for their lifetime by Jacques: a sort of kindness and throughtfulness you will not often find among Formula One drivers.

The move was to take place on the morrow. Jacques had hired a truck; he was going to take his own things to England: *"Not for me,"* he said, *"the helicopter trip and the professional movers. I'm not that sort of man, I like to look after my own things. I live my own life; I don't ask anyone for anything."* And those of us who have moved a lot in our lives should consider what this means for Jacques: to give up country and language and start a new life in another place. A tedious business at best, a wrench, a dislocation.

With a three days' growth of beard, Jacques faced his new life with a mixture of feelings. Some had to do with the past, some with his future. Some bitter, some sweet. There was also a touch of politics: from the plain man. *"I am up against it,"* he said. *"I don't agree with the politics of this country, because it takes from me what I have earned. I have been driving professionally for a decade and more, and what have I got to show for it? Alright, I've lived reasonably well, I've bought a couple of small properties, but I have no insurance, no capital, and if I died tomorrow, which could happen, what would I leave behind me? Maybe 30 or 40,000 dollars. All French drivers are in the same position; if we are successful, even for one season, the government punishes our success. Jean-Pierre Jabouille* (Jacques' brother-in-law) *can't rub two pennies together. What have we been working for? Driving for Frank, I will be making a lot less than they offered me at Ligier, but I'll at least be able to keep more of it."*

Still, it is clearly not just money that brought Jacques to this change. Ligier was like a home to him, a warm and human place with no mysteries. Perhaps too much so?



"Well, I wouldn't say the fire had quite gone out of me. Let's just say it was banked up. Seven years is a long time in one team. I felt I was losing a little edge. Perhaps I wasn't trying quite so hard. They were good years but I did feel towards the end that I needed something else: a sort of sharpness. I think I wanted to be pushed again.

"Also, at Ligier it wasn't always possible for me to think only of driving. There was always an undercurrent of politics in the team. We weren't just out there racing; we were also representing Ligier and France and a lot else. It took up time. Whereas I like to do my job which is driving and then get away from it."

Jacques of course had known Frank Williams in Frank's old days. *"I've always liked Frank,"* Jacques continued. *"We are alike in some ways. I remember well what it was like at Frank's back then; I remember how other constructors made jokes about him, the things Ken Tyrrell would say, which were like saying that Frank was some poor shnook who'd never make it. But Frank was a man who had to make his own way, like me. Because he didn't have any money, he had to learn all aspects of running a Formula One team. He wasn't just some lofty figure depending on others. He had to dirty his hands.*

"I'd been through periods like that myself, losing races because I had an old set of spark plugs, and people coming up to me and saying, 'Why don't you just get some new ones, they only cost 100 francs?' *'To which I could only answer that that wasn't much as long as you had 100 francs, but if you didn't..."*

Underneath, there was another, more professional reason for Jacques making the big move. Not only is the Williams team a big and successful enterprise, it also has its own particular *esprit de corps*, made in equal parts of intensity, obsession and discipline. As Guy Ligier himself admitted, his team was sometimes *"semi-professional"*. Not so Frank Williams. *"That was undoubtedly a factor. You must remember that Frank came to me. I didn't go to him asking for a drive. Let's say that I felt my career had reached a point where the discipline that marks the Williams team would give me a new impetus. I felt the need to learn again. Perhaps to start again almost at the beginning, to have to rethink a lot of things, to look into my own heart and see if I was doing all I should be doing.*

"In fact, it is working out that way. Williams is less of a family than Ligier. We all get along well, but it is professional not personal relations that bind us; it is the interests of the team that are paramount. In many ways, it has not been an easy transition. I get along fine with Frank; we are open and easy with each other. But Patrick Head (the Williams designer) *I find more mysterious! And the briefings after practice are more tiring than driving a race. Patrick talks a mile a minute and he makes no concessions to me. So I sit and listen and try to grasp what I can, and contribute what I can. I certainly don't want to make them all slow down and repeat things just because I don't speak the language properly yet. So on that side, I'm still a little on the margin of things."*

We were talking together before a bright log fire sitting on two of the remaining chairs in the house. It was ten days after Long Beach where Jacques had had a little contretemps with world champion Keke Rosberg. How were their relations?

"To start with, Keke was one of the attractions of joining the Williams team. To drive alongside the champion is to give myself another goal. I have to prove myself to the Williams team, to Frank and also to myself; one of the ways to do that is to prove that I can drive alongside Keke as an equal. True, all is not perfect. As is perfectly natural, Keke gets more attention than I; he gets the better engine, for instance. He has been with them longer. I understand that. But there is no Number One and Number Two driver. It is up to me to make my own way in the team and that will take a little time.

"But Keke is a different sort of human being, a different sort of driver. He is very much what I call a Monsieur: *that is, someone who is very conscious of his own worth and his own importance. I suppose you could say that I take myself less seriously. I am more of a simple soul than he is. We also drive very differently. Our temperaments are different. Keke is a very brave and very aggressive driver; I am by nature more cautious. I think that races are won by those who finish them.*

"Certainly at Long Beach Keke made a number of mistakes. He made a

start which could have put the whole field into danger; he had a bad spin from which he escaped miraculously; he tangled with Tambay in an incident in which both were at fault; he shoved me into the wall when it was quite unnecessary; and finally he made certain statements about me which were stupid. But all that's part of his temperament. I don't bear grudges. I just think we're in the same team to win, not to fight each other."

Certainly, the first results of the collaboration have been promising: in Brazil Jacques finished a highly creditable fourth behind a storming (and later disqualified) Rosberg, and at

Long Beach, he repeated the feat, thus placing himself fourth in the championship ahead of the still pointless champion. His talent has always been obvious, despite the fact that he has rarely had a first-class car at his disposal: 125 grands prix, six wins, 7 pole positions and three times fourth in the championship. It was that kind of consistency — beside Jacques' long experience — which led Williams to woo Jacques away from Ligier.

"Yes, so far so good," says Jacques. *"I was always in favour of the new regulations. I think they put more emphasis on the driver. There were times during the ground-effect days, when I felt more like a passenger than a driver. This year's cars are more responsive and require far more careful adjustments. That puts the responsibility for setting up the car very much on the driver where it belongs. And in those circumstances, it is no bad thing to be among the elders. Experience stands you in good stead.*

"Mind you, I don't think any team can win now without a turbo engine and when I signed with Frank, I told him so. So every once in a while I will ask Frank when we are going to get our turbo engine; Frank is always very mysterious. 'Soon,' he says. 'Don't worry, we'll have what we need.' I don't press the point.

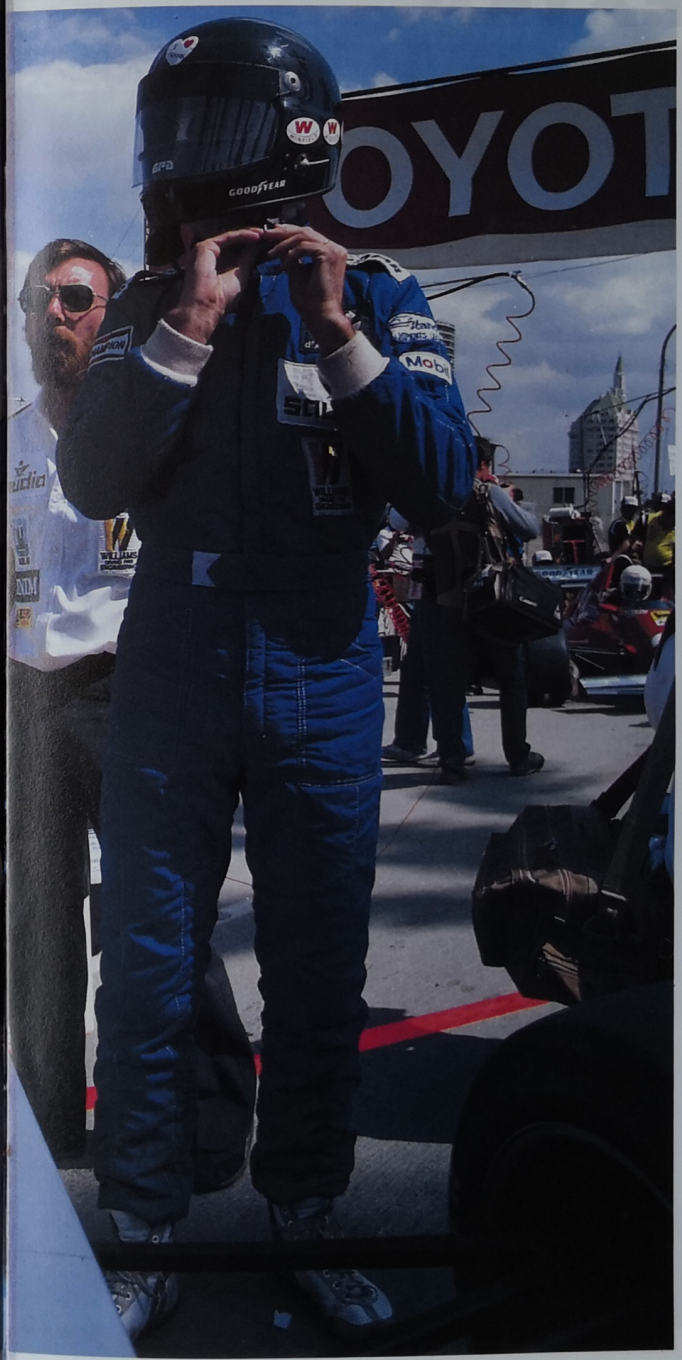
"But already, I think I've done the team a certain amount of good. I've known Mansour Ojeh for a long time, and having a French driver has been good publicity for TAG, our sponsors. Also, I think it has helped Frank's PR in general. To a degree, the team was not very receptive to non-English-speaking journalists; now they come by to see me. That can't hurt."

No, clearly, it cannot hurt to have on your team one of the sport's natural gents. It has been said of Jacques, as of John Watson, that he is almost too nice to be a top driver, that to achieve the pinnacle of the sport you need a mean streak. You look at that dark stubble on his chin and Jacques looks mean enough! The hawkish eyes, the sharp angular features suggest intensity. But at the same time, repose. The truth is that Jacques is very much a self-made man, and a very consistent one. The pattern of his professional and his personal life has not varied since I first knew him. It is based on making the best uses of his natural talents: timing, reflection, cunning. He has very much the temperament that top athletes need: he does not blow his cool, he is very concentrated when he needs to be, he is shrewd in exploiting both his own strengths and the weakenesses of others.

At tennis, golf or fishing (all of which he does very well) Jacques is cool and playful; he *enjoys* the competition, he likes to win, but above all, he likes to do things right, to remain his own man. But that man has changed over the years. It is a lot savvier Jacques Laffite today. Take the matter of this great move.

"All change is good. There come times when you have to jump in the deep end. You think about doing something, you raise all the objections, you consider the advantages, but then you have to make up your mind. Underlying this change in my life was simply my desire to make a move. I started late and have been around a good while; I did not want to go stale.

"I've always been willing to make changes in my life, but the occasions simply did not arise. In this case, I am making more than a professional move I am changing languages changing cultures, I am giving up what I have known. This house is rented. I



don't believe in owning things; I am not a man of possessions. The house in England is lovely, but there too I am renting. So that if necessary I can make another move."

All of which, at 39, takes a certain amount of courage. *"Yes, but it also stimulates the mind! I feel much younger because I am back starting from scratch. And I like to do things thoroughly. So when I started to take English lessons in California last year, I wanted to learn the language from the bottom up; I didn't want some sort of Berlitz quickie which would enable me to order a meal in a restaurant; I wanted to know how the language was built, and why it was the way it was.*

"I've always liked England anyway. I feel very much at home there. I like the order and the calm. Bernadette was studying languages before I stopped her doing so by marrying her — she did have the choice! — so I don't think she'll be too badly off. I wonder about the little girls and school, but at that age they'll learn faster than me."

Age. Ah. How long can Jacques go on? For how long does he want to continue driving? *"I don't feel old,"* he says, *"and as far as I can see, it's a matter of physical condition. If you are in good shape, I don't see an outer limit. I shall certainly continue in Formula One so long as I enjoy it. Come the moment when I don't and I shall stop. I have that in my contract, that I can quit when I want. But after all, there's not that much else I can do in life. Driving is what I know and when I give up F1, there's still a lot of other racing I can do."*

There has been much talk about the return to racing of Alan Jones and his desire to return to Williams. Does that affect Jacques? *"No, I have the greatest respect for Alan as a driver, but he has his life to lead and I have mine. I have a two-year contract with Frank and I see no likelihood of stopping short of that time. As I've said, I have to prove myself with the team, but I have few doubts about being able to do so. What Alan does is his affair."*

Thus, if you get an impression that Jacques has been needled into a new beginning of his life, you are right. It's been a stimulus, a sort of shock to the central nervous system. So he and his truck were held up for six hours at Dover by the bloody-minded men of HM Customs and Excise. Jacques is not a man to be turned aside by that. He has a new life to make. The move is a big one and fraught with an emotional and mental charge. But those eyes glint, the words come tumbling out, the disposition is there. Change is good, and Jacques knows it was long overdue. □

EXTRA, EXTRA

STRAIT IS THE GATE

Gérard Ducarouge was in something of a state, but determined to let nothing show. Andrea de Cesaris was in no less a state, but with Andrea, it shows: in a number of superlatives. Mind you, to Andrea fell the harder task. He was, after all, the last link in the chain, The honour that fell his way was nothing less than that of taking Paolo Pavanello's car onto pole position.

It was Saturday afternoon. The sky was a milky white with patches of blue. Sweat shirts had taken over from T-shirts when the sun went into hiding and practice was interrupted for Chico Serra's perilous excursion off the track. With his first set of qualifiers, Andrea had just chalked up a 1'39"692. *"We've blown it,"* whispered Gérard to Pierre Dupasquier who'd popped by from Michelin for news. *"Andrea had someone in his way and he lost fourth gear."* The setback was quickly forgotten: before his startled eyes there suddenly appeared four bits of the magic rubber: the 3707/3807 !

Hard numbers, soft rubber. Michelin had devised their super-qualifiers after their setback in qualifying at Long Beach. *"We had to react in some way"*, Pierre Blanchet told me the day before. *"We brought twelve of the new tyres to Ricard last Saturday."*

The experiment soon proved a noteworthy success: the tyres were 8/10ths of a second faster than the usual qualifiers. At Clermont Ferrand, they'd speeded up the hourglass: *"We started working Monday morning at five,"* said Blanchet confidently. *"We had two days to set up the compounds, a day and a half to build the tyres. By the time we set out for Ricard, only 96 tyres, three of which were no good, had come off the moulds."*

In short, 23 sets of four. And Michelin had restricted their use to the so-called 'development' teams: Renault, McLaren and Brabham. But even the most highly competitive and most commercially-minded teams sometimes have moments of pure altruism. With his BT52 acting up in the worst way, Gordon Murray had handed back two full sets to Pierre Dupasquier: let Alfa and Ligier have them. It was a gesture of pure fair play, and due credit should be given...

After that it was double or quits for Andrea and Gérard. Nor was there much time left. A day, and the usual problems of traffic on the track once practice started again. Alfa had to play all its trumps on the one hand.

Surrounded by photographers three deep, the car finally made its way out of the pits. The atmosphere was electric. Did Andrea have the nerve to go out and give his all: to break the hundred-second barrier, and substantially? There were a lot of doubts about; at Alfa, all had retired behind an inscrutable mask.

Alas, the mountain gave birth to a mouse: only 1'39"61.

One by one, photographers and journalists slunk away from the Alfa pits. Silence hung heavily inside the Italian team; nobody dared speak.

Explanations had to wait until Pavanello and his team sat down to eat, family-style, in front of the futurist motor-home Alfa had provided for them. The logic was plain; so was the explanation. With the times in one hand and a forkful of spaghetti in the other, Ducarouge livened up. Somewhere within him, the tension had fallen.

"There was nothing we could do about it. Andrea couldn't even use his tyres. Traffic was thick and right away he had trouble with his gears again. We were only a little bit faster than this morning with the race tyres. But in the best conditions, and with a clear lap, plus a fourth gear that doesn't jump, I am dead sure we could have broken 1'37."

Which means that Alfa, at least, thought Prost's fabulous time, quite within their grasp. No surprise there: the previous afternoon, Ducarouge had been using the yellow-and-black Renaults as his benchmark. Andrea had their times available to him: It was 1'38"099 for the 183T, and 1'38"358 and 1'38"898 for the RE40. The results should have thrilled Ducarouge: especially after the Alfas' rather modest results in Brazil and at Long Beach.

But Gérard was anything but overjoyed. As usual, his natural vivacity got the better of him and he spoke with a certain amount of bitterness: Friday he hadn't had the miracle Michelins; they were like the sacred cows of India, untouchable. The Italian team thought that their driver's margin was not just a matter of a few tenths of a second.

"If Michelin gives us the right tyres and we can boost the pressure on the turbo, we can beat the field by two seconds," said Gérard, mumbling a few additions in which one thought one heard the word *'politics'* mentioned.

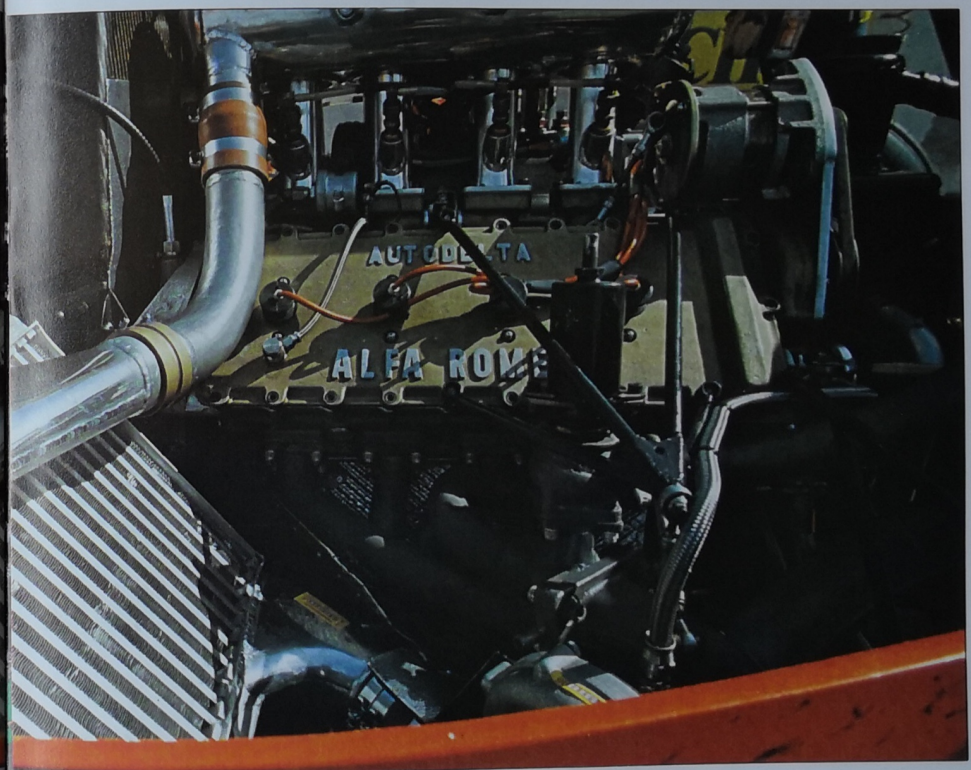
Here a few words of explanation may be in order: the development tyres provided for Renault, McLaren and Brabham were one thing, boosting turbo pressure another.

"We are still taking our first baby steps with the turbo," said Ducarouge; *"We can't alter the boost just like that as the other teams do. The moment we try, we have trouble with the turbine. So we qualify at the same pressure we race at: a mere 1'9" atmospheres."*

The French engineer looked a little put out. But that was a nothing compared to the disillusion coming his way shortly. After his car had been put through scrutineering, Andrea had lost his pole position. He was left with nothing. It was back to square one. The disqualification wasn't for running light, below the required 540 kilos, but because his fire extinguishers were empty: a severe offence against safety and one which the press took up with a certain bitterness. For God knows!

there had been enough talk about those empty extinguishers last year when making the weight at 580 kilos had been no easy task. Connecting the two events and coming to a conclusion of 'cheating' was easy. But in fact, the argument didn't count, since the Alfa Romeo, 183T was within the weight limit. But Gérard Ducarouge put up a spirited defence:

"It was our own fault. But there was no intention to cheat and some people were a little quick off the mark to accuse us of cheating. Andrea had used both of his sets of qualifiers in the first 35 minutes of practice. The car was weighed when practice ended: 25 minutes later. If we had known that our extinguishers were empty, do you think we would have been so stupid as not to replace them with some full ones before going into scrutineering? At most, filling the extinguishers takes fifteen seconds..."



A justification, yes; an explanation, no. The truth is that no one knew anything about it, and like a schoolboy who's been accused of throwing bullets of bread (of which he was innocent), Ducarouge was excessive in his defence:

"I told the scrutineers the whole thing was a stupid mistake. Let them pull the handles of our competitors' extinguishers: no doubt there'd be a surprise or two. As far as we're concerned (despite what de Cesaris alleged—that the extinguishers had been voided by accident) *there was no sudden loss of foam. Certainly, we found nothing suspicious in the cockpit. What undoubtedly happened, was that the gas slowly leaked out. There must have been a defective coupling and the extinguishers probably leaked out slowly over a week. It's the sort of thing we never check. No one does."*

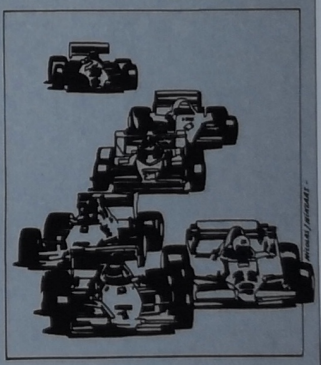
Though no doubt, from now on, it will be high on everyone's check list...

In a state of high excitement, but determined, highly logical but giving in to its Latin instincts, the Alfa team missed out on its double-or-quits the next morning.

In a few decisive seconds in which the most trifling human or technical failings are paid for, and high, Alfa had lost the pole position they had fought for so hard.

Alain Prost had pulled it off and gone through the strait gate. Andrea and the rest, as though in a mob of attackers, had charged it and failed.

Didier Braillon



TURBO BEE

It may not be the most subtle, nor the prettiest. Sometimes they call it the turbo bee. At Paul Ricard, this yellow and black germanic car swept down the long Mistral straight, with the impetuous Manfred Winkelhock at the wheel. Propelled to lightning speed by its super-powered engine, it had succeeded in drawing ahead of the non-refuellers when roadholding problems and trouble with the exhaust put it out of the race. A frustrating, but hopefully isolated occurrence...

(Photos: First Line and B. Asset)

BLACK OUT

Getting the fifth fastest practice time restored Elio de Angelis' morale. The Renault engine in his Lotus felt just right. During the race itself, he kept losing ground and was on the ragged edge, to keep ahead of Niki Lauda's McLaren for several laps. But soon it was all over: he got into trouble after braking late at the chicane and his engine gave out...
(Photos: B. Asset)

SILVER MEDAL

Petrol sprays into the empty refuelling bottle as fuel under pressure fills every available inch of the Brabham's fuel tank. Later, Sylvia holds Nelson's magnificent bunch of flowers after the race, once the driver had come down from the rostrum. After two difficult days of official practice, and troublesome earlier pre-race testing, Nelson would have been happy with any award, so second place was a pleasant surprise.
(Photos: B. Asset and Vandystadt).

CHANCY RITUAL

Here's Alboreto's Tyrrell at the weighing ceremony during official practice. The drivers have to manœuvre the wheels of their cars onto four sets of scales on approximately every fifth visit to the pits. The weight of the driver is subtracted automatically. When the red light goes on, it's time to start worrying. But there were no exceptions to the 540 kilo rule on this occasion.
(Photos: B. Asset and First Line)

SQUARE ONE

Alfa Romeo's V8 turbo dominated the first three practice sessions. After each one had ended, Andrea de Cesaris's name was to be found at the top of the time sheet. But suddenly poor Andrea was relegated to the role of non-qualifier due to an unexplained leak, and he had everything to do as the final session began. Again he rose to the occasion with an excellent practice time, but again, the results were not forthcoming.
(Photos: L. Froissart and DPPI)

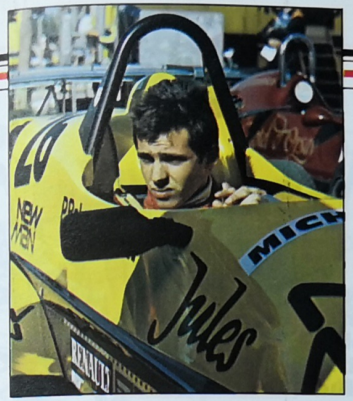
FRESH HOPE

Relegated to the end of the pits since the start of the season, Enzo Osella's little team seemed destined for total obscurity.
But at Paul Ricard, things started looking up: Tony Southgate's presence seemed to give young Corrado Fabi a new lease of life. After qualifying for the first time, the current European Formula Two champion had moved up into 12th place when his engine blew. But with the prospect of the future Osella-Alfa Romeo appearing soon (the only model), it looks as though there may be light at the end of the tunnel.
(Photo: B. Asset)

Postcard from Paul Ricard

Martina 'Cecotto' knows about motorcycles

No hot sun, no skimpy dresses



Shame! But actor's son Paul Belmondo took an interest

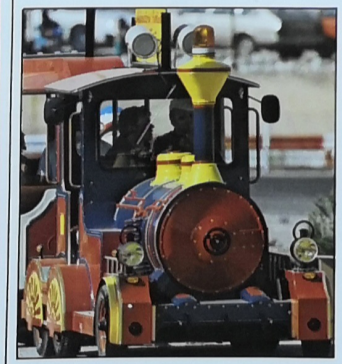
Lauda welcomes Pironi: a common bond

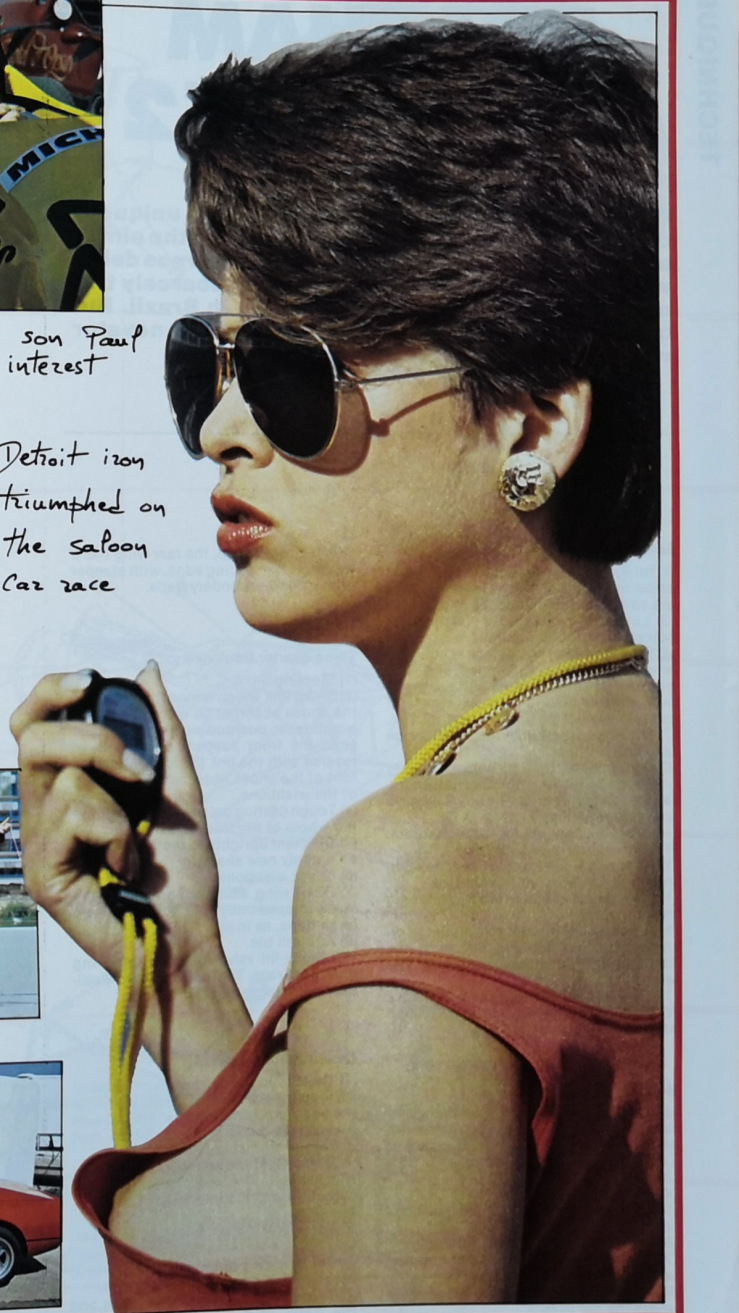
Detroit iron triumphed on the saloon car race

Tired journalists went on the wagons

What's in a side pod? Every Trucks have ground effect!

Spaghetti western?





BRABHAM BMW BT 52

Gordon Murray's Brabham-BMW BT 52 is unique in that it is the first car to be designed with the aim of easing the task of refuelling mid-race. Its race debut was quite remarkable because it had scarcely turned a wheel before official practice in Brazil. But once again Murray was revealed as an innovator with his winning BT 52.

Giorgio Piola

Seen in profile

(1) Integrated front wing with bodywork, arrow-shaped. Behind the leading edges are two adjustable flaps, as in (2).
(3) Longer deformable structure, complying to 1983 regulations.
(4) Strong casting onto which is hung the whole of the front suspension. The steering rack is located at (5) and the pedal box, entirely behind the rear wheels in order to protect the driver's feet, is at (6).
(7) The upper section of the monocoque is in carbon fibre.
(8) Carbon fibre fuel tank with a capacity of around 200 litres, into which is integrated the roll-bar, as in (8). The quick fill valve for rapid refuelling is seen in (9).
(10) Heat exchangers for turbochargers.
(11) Wire mesh over air intake.
(12) Bodywork in front of rear wheels intended to divide air flow in two.
(13) The under wings extend to beneath the rear wing.
(14) The rear wing support is mounted on the gearbox bell housing, but ratios can still be changed without taking off the wing.
(15) The rear wing is conventional, with a relatively flat primary flap and a much steeper secondary flap.

Seen from beneath

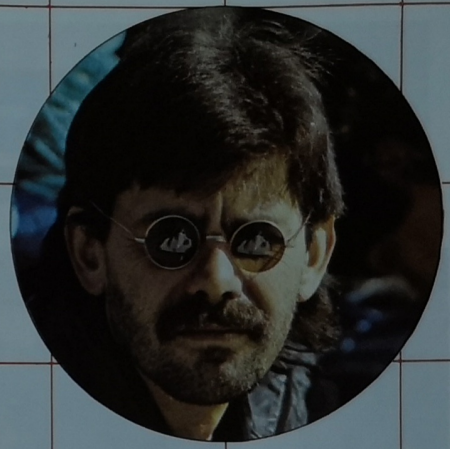
(1) Front wing which forms part of the overall bodywork and reflects the arrow-shape of the car. There are two fully adjustable flaps on the front wing, as in (2).
(3) Water radiator.
(4) Oil radiator.
(5) Small air scoop to cool the black box for the electronic injection.
(6) Singlecaliper (Girling) disc brakes.
(7) Underwings extend beneath the rear wing.
(8) Bodywork which divides the air flow under the car in two.
(9) Narrow gearbox is enclosed.
(10) In classic style, the rear wing has a relatively flat leading edge, with steeper primary and secondary flaps.

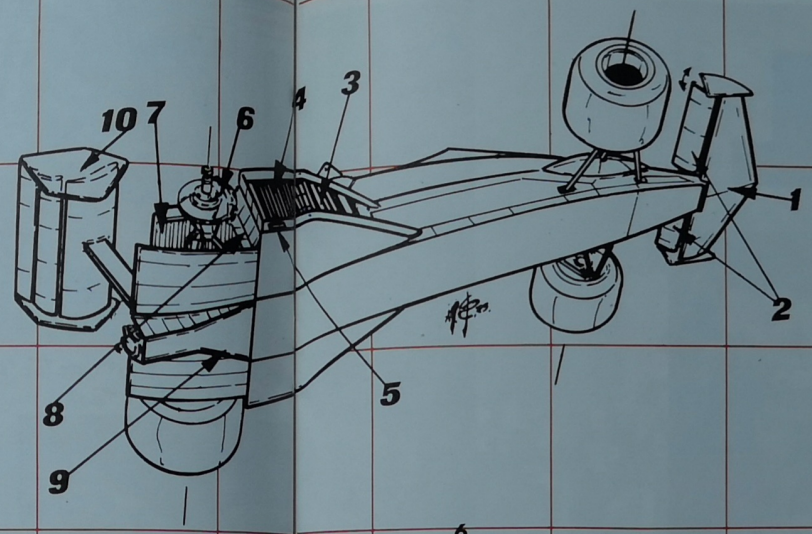
Three-quarter front view

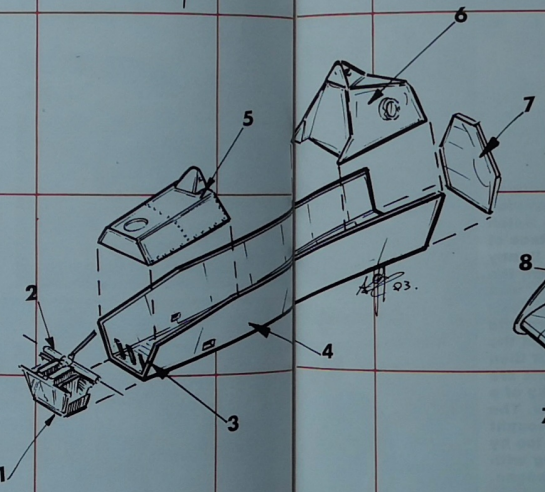
(1) Steering links.
(2) Small link which connects the top of the shock absorber (3) with the bottom wishbones: pushrod suspension. Last year, the front suspension worked in reverse with the link (3) connecting the foot of the shock absorber with the top of the wishbone.
(4) Tough casting onto which is mounted the whole of the front suspension.
(5) Different uprights to those in 1982 of an entirely new shape.
(6) Upper wishbone.
(7) Front wing which forms part of the arrow-shaped bodywork, fitted with two large flaps, as in (8).
(9) Anti-roll bar.
(10) Quick-fill valve for rapid refuelling during the race. The fuel tank has the roll-over bar integrated (11).

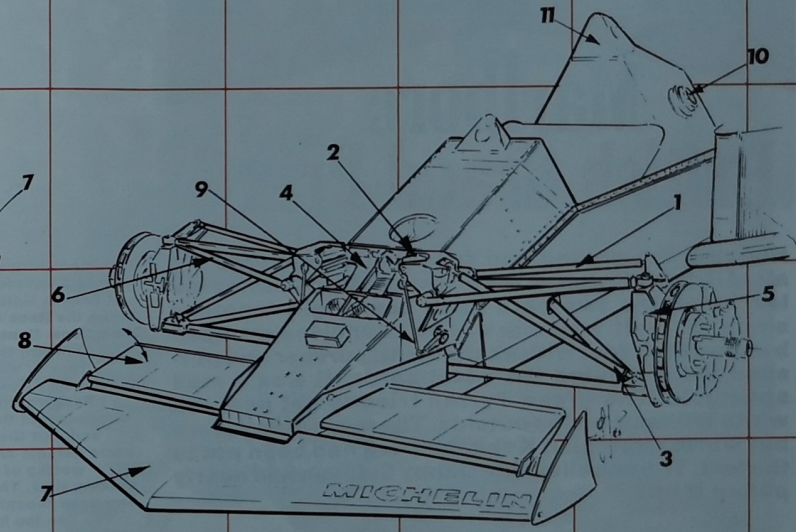
Construction of chassis

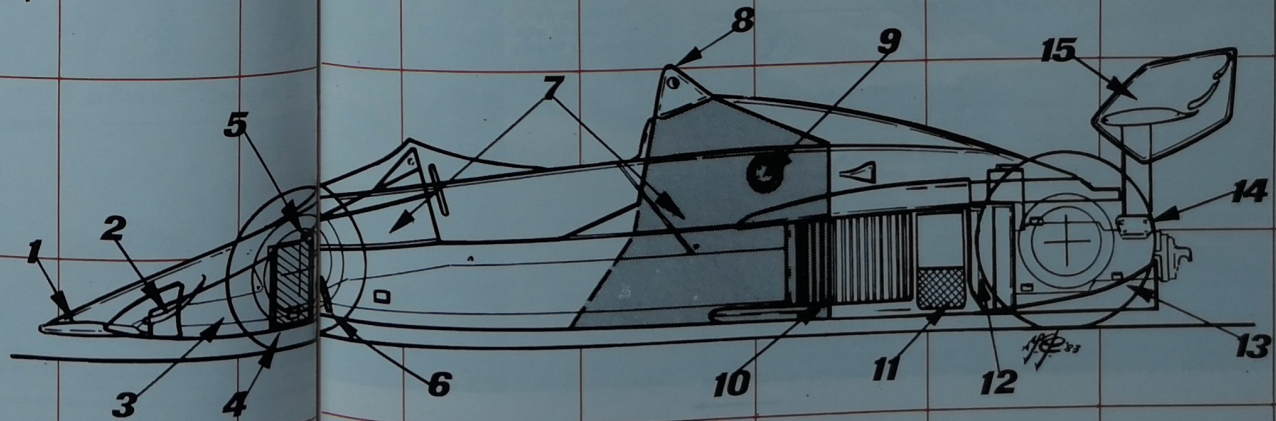
(1) This casting forms the mounting point for the whole of the front track. Note that the pedal box is behind the front wheels in order to protect the driver's feet in case of frontal impact (3).
(4) Low part of the monocoque which is all one piece. The external part is in aluminium, while the interior part is in carbon fibre.
(5) Upper part of the monocoque is in carbon fibre.
(6) The rear part of the monocoque is in carbon fibre, covering the fuel tank.
(7) The rear bulkhead is in aluminium, and the BMW four cylinder engine bolts directly onto that bulkhead.











DUEL

Marlboro British Grand Prix

Hugging the ground and speeding through the icy air of Brands Hatch as they come up to Druids for the last time, the two cars have been right together since the half-way mark. The connoisseurs have been on their feet with excitement: pursuer and pursued were playing their last cards. It was a mad spectacle! The green Tyrrell tried to get past the white Williams on the outside. The move didn't work but world champion Keke Rosberg had been put to the test. The unbelievable Danny Sullivan had nearly pulled it off!

by Didier Braillon

After an absence of four years, the Race of Champions was back: a sort of defying of fate. The entries may have been fewer than hoped for, but the race was thrilling from start to finish and a tremendous ovation greeted Keke Rosberg and Danny Sullivan as they steped up on to the podium with that retired farmer Alan Jones, who finished third a long way back due to an engine of no great quality. Only René Arnoux had managed to keep in touch with this infernal trio, but after leading for the first six laps, he had to throw in the sponge with constant tyre problems.

For Keke, this victory before his adopted public, was something of a consolation for his disqualification at Rio and his adventurous race at Long Beach. It also made up for his disappointment last July when he was on pole for the British Grand Prix at the same track, his first pole position ever, and mechanical problems during warm-up put him at the back of the grid for the start.

After the Ferrari had stopped in the pits, it looked to be an easy race for Keke. His Williams (the spare FW08C/6) was three or four lengths ahead of Sullivan's Tyrrell and, to tell the truth, not many expected the American rookie to put up much of a show. But at the half-way mark, Keke began to feel his car floating: the left rear tyre was breaking up and two parallel black lines of ill omen appeared on the

→

Rookie challenged World Champion at Brands Hatch during the Race of Champions. Danny Sullivan, the rookie, was defeated by Keke Rosberg, the champion, in the end, but then some defeats are worthy of a winning title. The American thought so too by celebrating with champagne. (Photos: Abril Images and Samuel Warn)

tread. That was all it took for his pursuer, who went out on slower but more durable tyres, to catch up; thus, with twelve laps to go, the two cars were literally welded to one another:

"Probably if I'd risked all I had, I could have got by," said Danny, *"but this was only my third race in Formula One and I didn't want to make some stupid mistake and mess up a good finish. Our engines were just about the same, but Keke's gear ratios were better and I soon realized that I had a too-short third gear and a too-long fourth. Furthermore, I had chosen safety and put on Goodyear C's all around; a touch of understeer made me slow down at the entries into the corners. I was afraid the tyres would not warm up and that was why I put in a quarter-hour of warm-up to get them up to the right temperatures..."*

Warmly congratulated on all sides, hugged by Garvin Brown and Doctor Frank Falkner, Danny offered a few more tidbits before retiring wreathed in a smile which spoke eloquently of his pleasure:

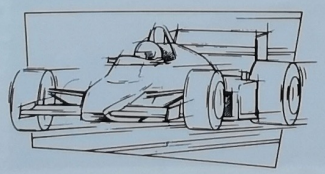
"I attacked several times before the last lap, but each time Keke shut the gate on me. But it was a loyal duel: no aggro, but no presents either. Lap after lap he just

shut me out, which is why, at Druids, I tried to get outside. He drifted wide as he accelerated out of the corner and our wheels just about touched. I lifted off to avoid contact and that was that for me..."

Dressed, thanks to Benetton, in fine green regalia, that old lumber merchant Ken Tyrrell remained realistic:

"I don't think Danny did all he could to get by Keke, but the most important thing for us is that a week before the French Grand Prix he brought us back his car whole. I think I can say that if Michele Alboreto had been driving, we would have won..."

On the day, however, and to his displeasure, Michele was elsewhere: taking part in the Monza 1,000 kilometers with Riccardo Patrese: in one of the two Martini-Lancias with Ferrari engines!

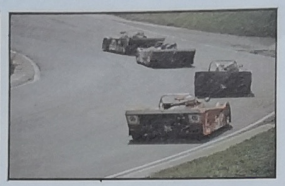


The entry was only 13 strong, but it only needs two cars to make a motor race, and that's just what they did. Alan Jones confirmed his return to the tracks with third place, while the winning Finn had his revenge for last summer's intense disappointment at the same circuit. Arnoux's race was decided by tyres, and they gave him the thumbs down. (Photos: DPPI, First Line and Samuel Warn)

EXTRA, EXTRA

RACE OF CHAMPIONS

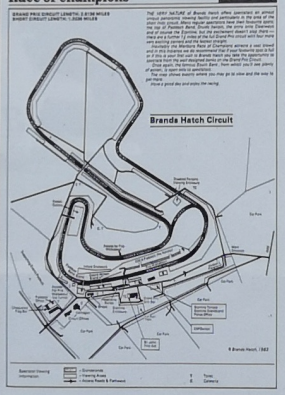
Date: April 10, 1983
Race distance: 40 laps of Brands Hatch, 104.533 miles.
Entry: 13 cars.
Attendance: 25 000 spectators.
Weather conditions: overcast and threatening, cold wind, dry track.



STARTING GRID

ARNOUX Ferrari 126C2 1'15"839 (2)	**ROSBERG** Williams FW08C-Cosworth 1'15"766 (2)
WATSON McLaren MP4-1C-Cosworth 1'18"062 (2)	**JONES** Arrows A6-Cosworth 1'17"501 (2)
SULLIVAN Tyrrell 011-Cosworth 1'18"446 (2)	**GUERRERO** Theodore 183-Cosworth 1'18"416 (1)
MANSELL Lotus 93T-Renault 1'18"894 (2)	**HENTON** Theodore 183-Cosworth 1'18"459 (2)
REBAQUE Brabham BT52-BMW 1'19"592 (1)	**BOESEL** Ligier JS21-Cosworth 1'19"236 (2)
JOHANSSON Spirit 201-Honda 1'35"500 (2)	**SERRA** Arrows A6-Cosworth 1'22"402 (1)
	SCHLESSER RAM 01-Cosworth No time.

Race of Champions — Circuit map



RESULT

1. Rosberg / Williams FW08C-Cosworth, 40 laps in 53'15"53, at an average of 117.886 mph.

2. Sullivan	Tyrrell 011-Cosworth	0"490 behind.
3. Jones	Arrows A6-Cosworth	28"642 behind.
4. Henton	Theodore 183-Cosworth	40"520 behind.
5. Boesel	Ligier JS21-Cosworth	40"971 behind.
6. Schlesser	RAM 01-Cosworth	one lap behind.
7. Guerrero	Theodore 183-Cosworth	one lap behind.

PIT STOPS AND RETIREMENTS

Guerrero: stopped lap one, front wing replaced following contact with Jones and Johansson.
Johansson: retired lap 5, engine, following broken oil radiator damaged in above contact.
Mansell: retired lap 7, road holding.
Arnoux: stops on lap 7, 15 and 23, tyres, retired lap 24, tyres.
Watson: stopped lap 8, tyres, retired lap 9, transmission.
Rebaque: stopped lap 8, tyres, stopped for tyres, lap 15, retired, broken air jack and subsequent suspension damage.
Serra: retired lap 31, gearbox.

THEIR FASTEST RACE LAPS

Arnoux	1'17"826 (18)
Boesel	1'18"123 (37)
Rosberg	1'18"928 (04)
Sullivan	1'18"728 (10)
Serra	1'18"906 (28)
Jones	1'19"205 (25)
Guerrero	1'19"278 (36)
Henton	1'19"314 (39)
Watson	1'19"365 (05)
Rebaque	1'19"874 (11)
Schlesser	1'20"896 (36)
Johansson	1'21"850 (04)
Mansell	1'23"764 (04)

CONFIDENCE

"I didn't think it would be so bloody hard! The car is diabolical!"

The least you can say is that Jean-Louis Schlesser was taken aback by driving a F1 car. But don't think it scared him. As he explained in detail his first contacts with RAM at Silverstone a few days earlier, he was bursting with confidence. The underlying theme of which was his times: 1'19"2 over thirty laps as against Thierry Boutsen's 1'20"4 over fifteen.
His electrics went up in warm-up on Saturday morning, his oil leaked the same afternoon, a slight brush with the kerb on the fastest corner at Brands on his first set of qualifiers; Jean-Louis didn't exactly set the timers dancing in amazement. But that didn't bother him.
"I learn slowly, I don't push myself beyond my capacities. Besides, the car needs rather more adjustments than my driving. At present, it just doesn't adhere to the ground: it understeers terribly."
To date, he has been considered an amateur, in the best sense of the term. He is the nephew of the late and much-lamented great Jo Schlesser, killed at the French Grand Prix in 1968 when his magnesium Honda V8 went off the track and burst into flames. A heritage that somehow sets Jean-Louis apart. He is both exuberant and totally relaxed: no matter the company. Like Jacques Laffite, his conversation is faintly truculent and the images he uses could startle even the most blasé.
To hear him explain the troubles he had going through Clearways and the pits flat out while handling his RAM 01 with the caution it demanded was pleasure extravagant enough. And then to see him working confidently and totally at one with his young engineer Dave Kelly was another, and different pleasure. His aplomb was exceptional: the great man Jean-Louis was practically giving little David lessons in engineering. Even more surprisingly, however, each of his suggestions was so sensible that it got a warm welcome. As a counterpoint, the red-headed John McDonald was in heaven:
"Whenever anyone talked to me about McDonald," said Jean-Louis, *"it was to bad-mouth him. I wonder why he has such a reputation, for he is extremely courteous and invariably polite. He has built a team around a small group of fanatics; they are all throughly professional and quick..."*
In fact, it was hard to stop Jean-Louis talking about his new team. He was more reticent when it came to talking about his financial arrangements with McDonald. All he would say was that *"he hasn't settled on a final figure for the season"* and that *"the team needs sponsors and will no doubt find them."* To which he added, with a warm embrace, *"we shouldn't be asked how much we make per month; such details may fascinate the 500 inside the sport, but I don't think the masses care that much."* Coming back to square one, he was willing to satisfy our curiosity about what went on "before":
"I was supposed to test with Williams at Ricard with Laffite last October but it poured and I couldn't get out on the circuit. Two months later, Frank called me to ask me to come to Croix en Ternois. Jacques had already tested there, so had Jonathan Palmer. My times were encouraging. The British press took them up and through an intermediary, Toleman and Osella contacted me; finally, John McDonald called me up a week before the FISA deadline and came to see me..."
On the back row of the grid for the Race of Champions and without an official time, Jean-Louis was sixth, a lap behind, after struggling with a constant understeer. He didn't lose his confidence. Quite the contrary. And those who saw him drive the No.3 Maurer in F2 know this confidence is not misplaced.

Didier Braillon

Cockpits Brands Hatch

ARROWS-COSWORTH

A6/3: Alan Jones (AUS)
A6/1: Chico Serra (BR)

Serra was named as second Arrows driver on Saturday morning after the first unofficial practice session. In the race, he held fifth place from the eighth to the 25th lap before being demoted by Boesel, and then the gearbox broke. Alan Jones finished third in spite of a down-on-power engine.

BRABHAM-BMW

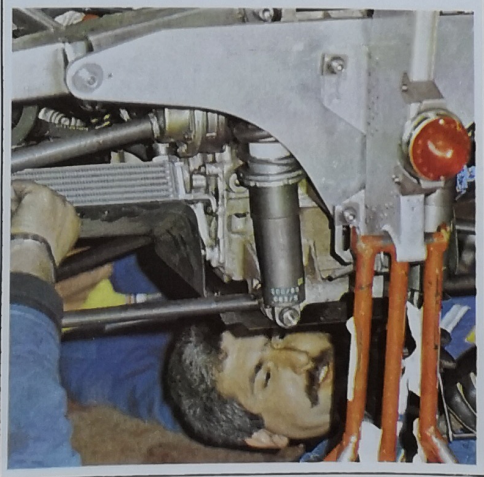
BT 52/1: Hector Rebaque (MEX)

Hector Rebaque made his Formula One comeback in the spare car after a season in CART racing with the Forsythe team for whom he'd won one race. The Mexican got the drive because Riccardo Patrese was driving a Martini Lancia at the Monza 1,000 kms, and Nelson Piquet was involved in private testing at Circuit Paul Ricard. Rebaque never managed to get the best from the BT 52 which suffered from a handling problem anyway, and in the end he pitted to change his tyres having started on 07s. Rebaque stopped again later, but this time the hydraulic jacking system, first seen last year and fitted for the first time to a BT 52, broke, and the car fell onto its brake discs which caused instant retirement.

FERRARI

126 C2/063: René Arnoux (F)

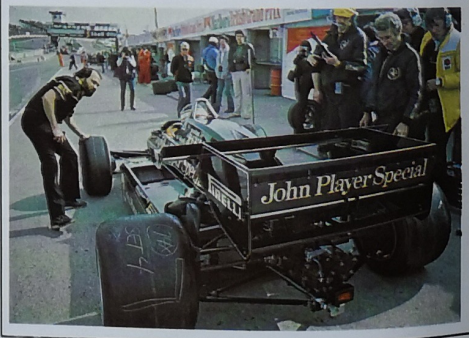
Only the spare was brought to England for Arnoux to drive. On Saturday morning, it appeared with 1982 Brabham-type rear suspension, a starterless engine as at Imola last year, and a carbon fibre rear wing all of which cut the weight by 30 kilos. The conventional rear suspension was fitted that afternoon and the Frenchman led the first six laps before pitting. The tyres (B on the right, C on the left) were not up to the job, particularly the left rear. He changed tyres twice before fitting Cs all round because no more Bs remained, and then even those ran out. In the end he retired because only wet tyres remained.



LOTUS-RENAULT

93 T/2: Nigel Mansell (GB)

Mansell was driving a Renault-engined Lotus for the first time, this the second chassis built which was constructed in four days, working flat out. The big problem was the lack of traction, so Lotus tried a Toleman-type secondary wing in the morning and then a four winged unit in the afternoon. The latter was fitted for the race and Mansell had a new twin turbo engine fitted after crashing in the morning and clogging the engine with dirt. He quickly retired from the race, again because of handling.



LIGIER-COSWORTH

JS 21/03: Raul Boesel (BR)

Boesel's car was fitted with 05s for the race which took some time to heat up. But it proved to be the right decision, because he overtook Serra in the second half of the race before catching Henton after an excellent drive which saw him set second fastest lap.

McLAREN-COSWORTH

MP4-1C/02: John Watson (GB)

Watson started on 06s and soon stopped to change them, retiring shortly after with broken transmission.

RAM MARCH-COSWORTH

RAM 01/2: Jean-Louis Schlesser (F)

Schlesser was making his F1 debut with the second RAM 01 originating from last year's March 821 although the monocoque was the non-stiffened version. He didn't get out in Saturday morning's session after an electrical failure when the engine was being warmed up and then he was delayed for a long time in the afternoon with a leak from the oil pump before having a mild off-road excursion on his first set of qualifiers. His car was afflicted with desperate understeer throughout the weekend.

SPIRIT-HONDA

201/4-Honda V6: Stefan Johansson (S)

Brands Hatch marked Honda's return to F1 with the F2-based Spirit-Honda. The car had been tested at the end of 1982 at Silverstone before a long but stormy test programme at Willow Springs in California, and a final session at Rio after the Brazilian Grand Prix, again shortened by rain. The Spirit team, started by John Wickham and Gordon Coppuck, had converted one of their 201 F2 chassis which meant that its fuel tank was too small for a full Grand Prix distance. It was fitted with the 1,500 cc twin B26 turbocharged engine. Like the Toleman the 201 was fitted with a twin rear wing. In unofficial practice, the car performed superbly with second fastest time to Rosberg in 1'17"311 on Friday. But on Saturday it failed to show nearly so well. In the morning, the engine broke at the end of the hour long unofficial session and in the afternoon, the new engine broke again after three laps of the qualifying session. So Johansson started at the back of the grid climbing up through the field until the engine broke again, this due to a holed oil radiator following contact with Guerrero at the start.

THEODORE-COSWORTH

183/17: Roberto Guerrero (COL)
183/16: Brian Henton (GB)

Thanks to a sponsor's financial aid, Brian Henton drove the second Theodore which is usually the spare car and he made good use of it both in practice and the race. Guerrero was sandwiched between Jones and Johansson at the start which caused him to pit early on to replace a bent nose fin.

TYRRELL-COSWORTH

011/2: Danny Sullivan (USA)

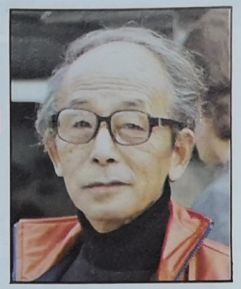
A single car was entered for Sullivan as Alboreto was in Monza for the 1,000 kms where he was sharing a Ferrari-engined Lancia with Riccardo Patrese. On Saturday morning, the team tested a Toleman-type twin wing but in the afternoon, Sullivan reverted to square one with his car's set-up; it was fitted with 1982 suspension. Sullivan finished just behind Rosberg on C tyres which gave him slight understeer.

WILLIAMS-COSWORTH

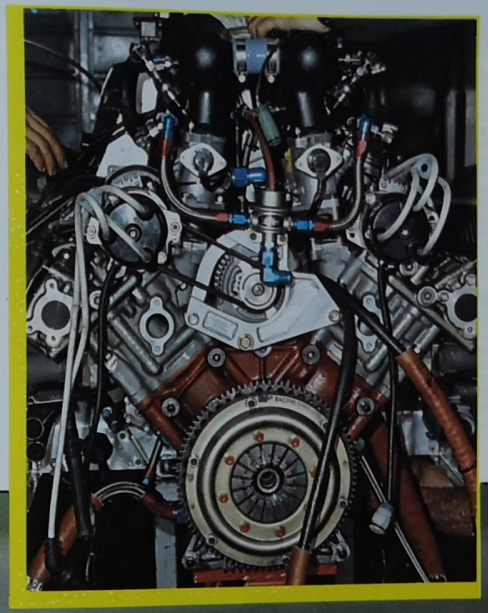
FW08C/6: Keke Rosberg (SF)

Just one car, the spare, was entered for Keke Rosberg to drive as Jacques Laffite was moving his worldly possessions from his former home at Plagny near Magny Cours to his new one at Stoke Poges in England. Keke set fastest time and managed to hold off Sullivan throughout the race despite a blistered left rear tyre which caused him to ease up.

RISING SON



When Spirit was formed last year, the team's two founders, John Wickham and Gordon Coppuck must have hoped that the third link in the chain, Honda, would soon want to move into Formula One, after they quit the Formula in the late sixties.
The Spirit 201 really was the centre of attention at Brands Hatch, even though it was very much an intermediate car. Honda's contribution was the sleeved Formula Two V6 engine, reduced to 1500cc but fitted with twin turbos, while the European connection supplied the converted F2 Spirit chassis, and a European driver.
Whatever their lack of experience in Formula One, the three elements making up this Anglo-Japanese effort proved a force to be reckoned with on Friday. The most important thing was to ensure reliability as the breakage of three engines during the weekend testified. Two were broken on the Saturday, but the race-day breakage was due to a stone punoturing a radiator and allowing all the liquid to escape.



One man fascinated to see how things would turn out was the man who masterminded the sixties assault on Europe, and is still very much retained as a consultant. His face remained set in oriental calm throughout the weekend, impenetrable against wind and rain, only showing occasional satisfaction.
For the time being, the Honda race programme is at a halt while a new Formula One Spirit chassis is being built. The team reckon that this should be ready around the Swiss Grand Prix.
(Photos: Images, First Line and Samuel Warn)

par Giorgio Piola et Didier Braillon

ALFA ROMEO EURORACING

183T/02: Andrea de Cesaris (I)
183T/04: Mauro Baldi (I)
183T/01: spare.

Baldi had a new car as the one he bent at Long Beach was irreparable. All three cars had turbo-cooling air scoops in the side pods, forward of the rear wheels. The exhausts were longer too, and no longer short and steeply inclined as on the Renault, while the anti-roll bar and shock absorbers were also of a new type. De Cesaris' car was also fitted with a quick-fill valve should it be decided to run with half tanks and refuel during the race. This valve was situated on the right side of the car.

ARROWS-COSWORTH

A6/2: Marc Surer (CH)
A6/3: Chico Serra (BR)
A6/1: spare

As in Rio, Chico Serra was Surer's teammate as it had been decided that without sufficient funds, Jones would not drive. The cars were fitted with an almost flat rear wing with no secondary flap, and the rear track had been slightly modified. Serra had a nasty accident on Saturday afternoon, probably caused by a deflated tyre.

ATS-BMW

06/01: Manfred Winkelhock (D)

The new ATS chassis (D6/02) will be in Imola as the little team had been busy following Manfred's accident at Long Beach. At the same time, they had been able to make lots of little detail changes to 01. The most important of these was new McLaren-type rear bodywork, a modified fuel system, revised gear linkage, changed rear suspension due to a new anti-roll bar location, and reshaped underbody. Apart from the fact that the car was again competitive, these modifications were good for a weight reduction of 15 kilos.

BRABHAM-BMW

BT 52/3: Nelson Piquet (BR)
BT 52/2: Riccardo Patrese (I)
BT 52/1: spare

After the win at Rio and disappointment at Long Beach, the Brabhams had been subjected to much detailed modification. This included revised front wing, front bodywork and engine cover, a different rear wing although still three-piece, a six-speed gearbox for reliability's sake and modified refuelling system. The Brabhams were also fitted with carbon fibre discs throughout the weekend. One week before the Grand Prix, the team broke no less than three BMW engines in testing.

LIGIER-COSWORTH

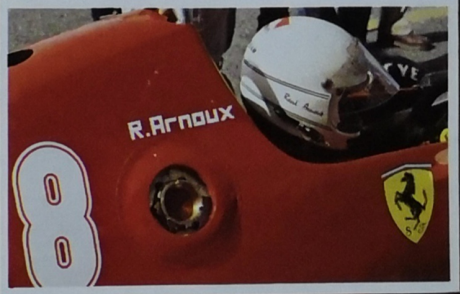
JS 21/04: Jean-Pierre Jarier (F)
JS 21/03: Raul Boesel (BR)
JS 21/02: spare

Jarier's car had refuelling equipment on the right side of the car. It was also fitted with a small rear wing made of carbon fibre. Both cars were equipped with engine covers, although two different types were tested, the first a conventional closed version, and the second with two air intakes laterally opposed as on last year's Lotus.

FERRARI

126 C2/065: Patrick Tambay (F)
126 C2/064: René Arnoux (F)
126 C2/062: spare

All three cars were equipped with quick-fill valves should the team decide to refuel during the race. These were to be found on the right side of the cars. New rear suspension, tested at Brands Hatch during the Race of Champions, was not used as it needs modifying, but may be seen at Imola. The Ferraris had lost 30 kilos thanks to carbon fibre front and rear wings, a lighter gearbox and starterless engines, plus the absence of a battery. The V6 engines were brought to life by a small gear in the right side of the side pod. Ferrari's refuelling system was perhaps the safest of all (without saying the others were unsafe) with three tanks on wheels allowing excess fuel to be piped away to receptacles some way from the cars. However, this was costly: the cost of Ferrari's refuelling system, including mechanics' overalls, was around £15,000.



Cockpits

LOTUS-RENAULT AND COSWORTH

93T/1: Elio de Angelis (I)
92/10: Nigel Mansell (GB)
93T/2: de Angelis' spare
92/05: Mansell's spare

De Angelis had two Renault-engined cars for the first time, the second having made its debut at Brands Hatch in Nigel Mansell's hands. Both cars were in Long Beach specification including the longer wheelbase intended to place weight on the rear end of the car and improve traction. Both 92s were fitted with engine covers including twin air intakes, but the correctable rear suspension has been put away for the moment as its weight is more of a handicap than its advantages.

MCLAREN-COSWORTH

MP4-1C/06: John Watson (GB)
MP4-1C/07: Niki Lauda (A)
MP4-1C/05: spare

Like the Brabhams, the MP4s were fitted with carbon fibre brakes throughout the weekend, but apart from those, the only change was a smaller rear wing. It's worth noting that McLaren are again about to be involved in CART racing: a car is currently under construction for next year's Indianapolis, using the same TAG/Porsche engine as will be used in Formula One.

OSELLA-COSWORTH

FA1D/01: Corrado Fabi (I)
FA1D/02: Piercarlo Ghinzani (I)

At Long Beach, Fabi's car was 36 kilos lighter than it had been at Rio. However, it's still at the same stage of development, although Ghinzani's is now also lighter, but only by 18 kilos. The rear suspension mounting points on both cars had been modified while the engine covers had reappeared, although without the air intakes seen in Brazil.

The new car fitted with Alfa Romeo's V12 will probably be at Imola and it will be equipped with the whole 1982 Alfa rear end. The chassis have been modified by Tony Southgate's partner, John Thompson and they will weigh nine kilos less. Corrado Fabi is likely to drive the lone Osella-Alfa.

RAM MARCH-COSWORTH

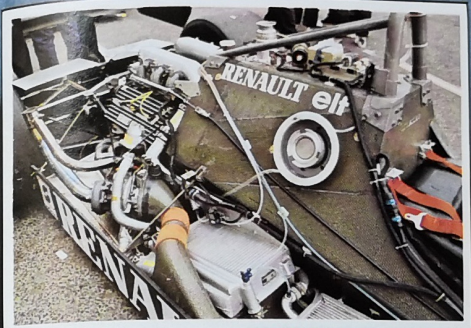
RAM01/3: Eliseo Salazar (RCH)
RAM01/2: Jean-Louis Schlesser (F)

Former Lotus engineer Nigel Stroud has joined Dave Kelly on the March staff. Both cars were fitted with pull-rod type rear suspension, while Salazar's chassis was entirely new. On the Friday, Schlesser's car was fitted with the usual three-piece rear wing but because of poor straight line speed, he later used a two-piece delta version as fitted to Salazar's car.

THEODORE-COSWORTH

183/17: Roberto Guerrero (COL)
183/18: Johnny Cecotto (YV)
183/16: spare

For the first time, the Theodore team had a spare car, 16, which had been driven by Henton at the Race of Champions. The 183s were fitted with single caliper brakes at Ricard, and Cecotto's car was fitted with a new short stroke DFV, an interim model prior to the DFY's availability. The two South Americans had lighter uprights and rockers on their cars, even though this suspension design is somewhat outdated.



RENAULT

RE 40/01: Alain Prost (F)
RE 40/02: Eddie Cheever (USA)
RE 40/00: spare

Three RE40s were brought to Ricard, the Long Beach version now being the spare, superseded by RE40/01 and RE 40/02. The two latest cars were equipped for rapid refuelling with valves fitted on the right of the cars. The nature of Ricard meant that the cars were in their fast circuit trim for the first time, the main difference being the new rear wing.

TOLEMAN-HART

TG183B/02: Derek Warwick (GB)
TG183B/03: Bruno Giacomelli (I)
TG183B/01: spare

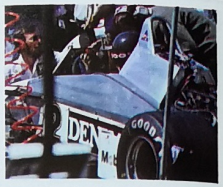
Bruno's 03 was an entirely new car, but unfortunately that wasn't really to the driver's advantage as Derek Warwick had a big accident in it in testing. It had been repaired, but at the expense of the car's weight. The two race cars were fitted with an extra plate which extended the bodywork between the upper and lower wishbones of the front suspension, The spare was fitted with two further novelties: different rear suspension with more ride height, not necessarily suitable for Ricard but in preparation for Imola, and a redesigned front underbody.

Cockpits

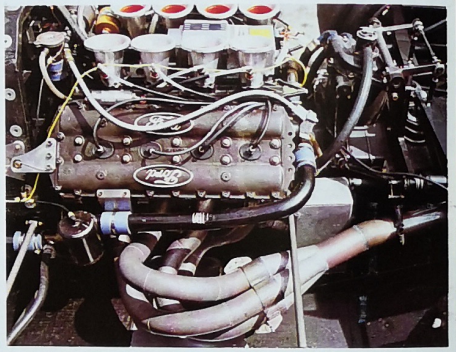
TYRRELL-COSWORTH
011/4: Michele Alboreto (I)
011/5: Danny Sullivan (USA)
011/2: spare

Alboreto's car was making its 1983 competition debut, but was actually the same car that ran in Austria last year. It had narrow brake discs, not ventilated but drilled. On Saturday morning, this car was fitted with new rear suspension which was already on the 011/2, but it was soon taken off again. This suspension has its shock absorbers slanted, which means that the links are also of different lengths.

WILLIAMS-COSWORTH
FW08C/07: Keke Rosberg (SF)
FW08C/08: Jacques Laffite (F)
FW08C/09: spare



The spare was a new car, fitted with single Lockheed caliper rear brakes, and new single caliper AP brakes at the front. This system was tried during the second qualifying session on Saturday. So the car was very different to 07 and 08. These two were fitted with smaller rear wings than at Long Beach and their refuelling system had also been modified, the team using a similar system to Brabham's. On Saturday morning, Rosberg tried an engine cover complete with little air scoops.



FORD-COSWORTH
The new Ford Cosworth DFY made its first appearance at Ricard. Examples were fitted in Niki Lauda's McLaren and Nigel Mansell's Lotus for Saturday's practice sessions. It is recognisable by the word 'Ford' on each head, around which is drawn the usual oval. It gives four per cent more power, 20 bhp, which is produced at 11,000 rpm, and it weighs 20 kilos less than the normal DFV, 140 kilos against 160. The valves, heads, camshafts and injection system are all different. The price of one of these beauties is £34,000.

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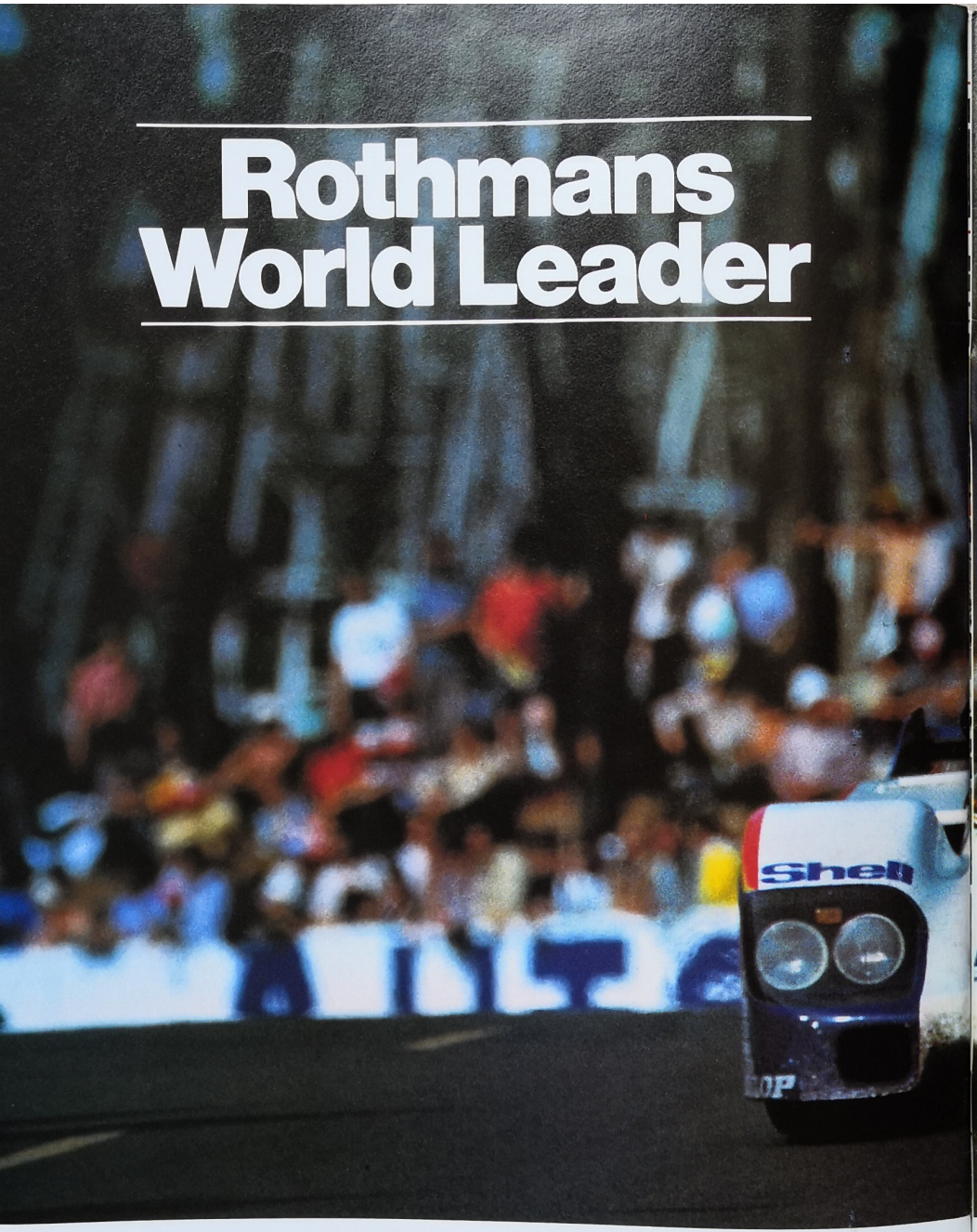
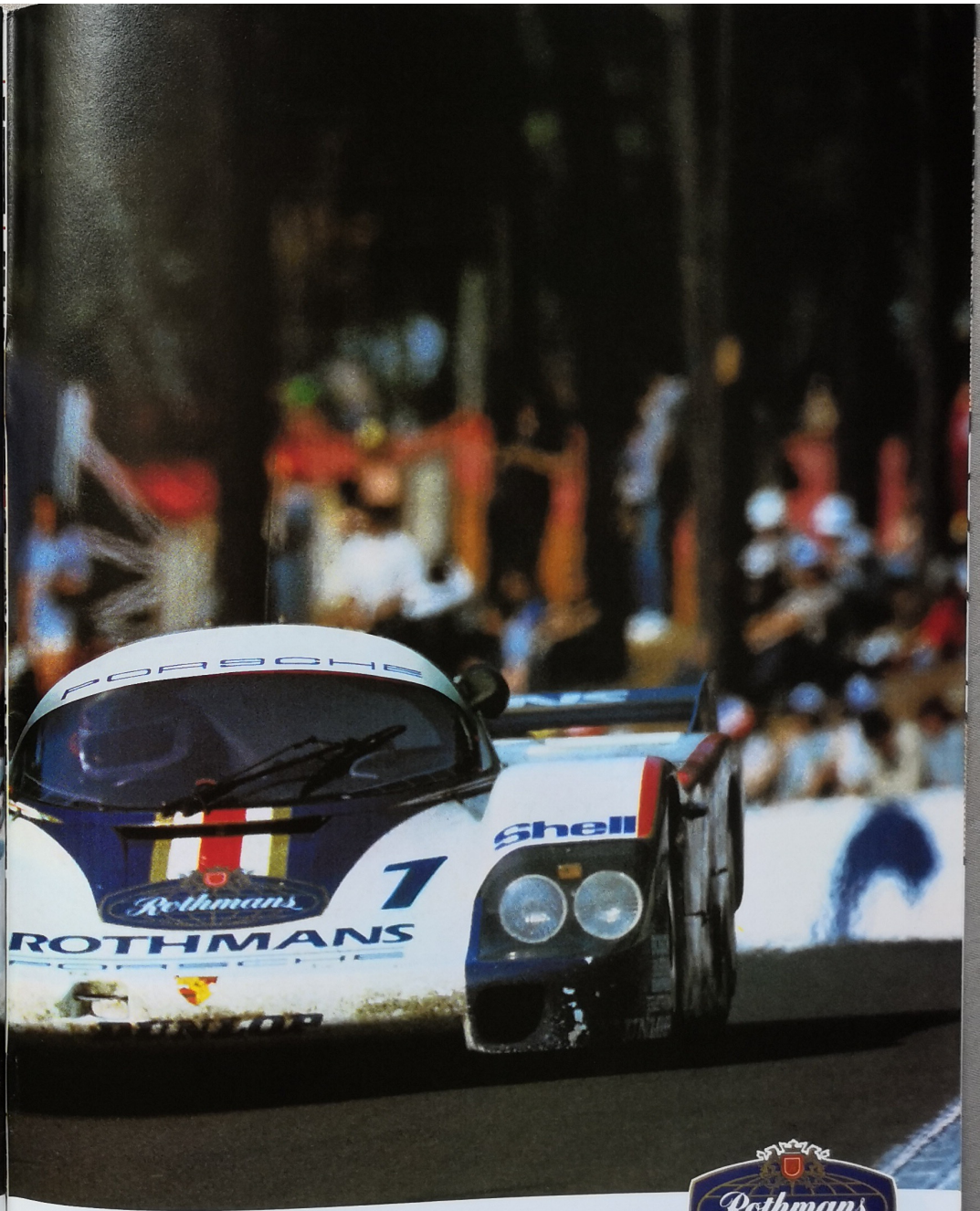


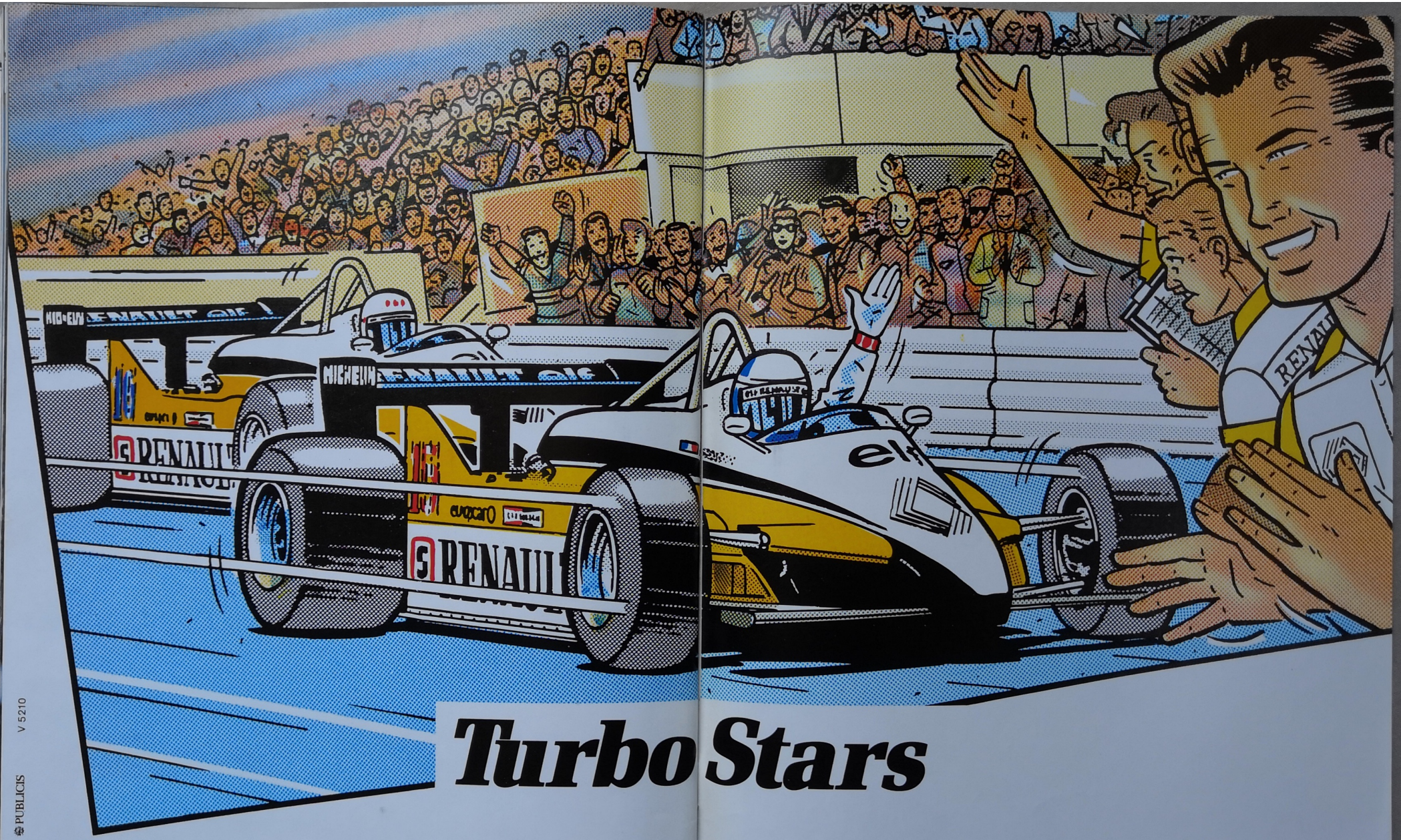
WORLD ENDURANCE CHAMPIONS '82.
RACING CAR OF THE YEAR '82.

◌ 1st Silverstone, England ◌ 1st, 2nd, 3rd Le Mans, France
◌ 1st, 2nd Spa, Belgium ◌ 1st Fuji, Japan ◌ 1st Brands Hatch, England.



Rothmans

ROTHMANS
PORSCHE



Turbo Stars

1979 : a thunderbolt in the world of Formula 1. Renault wins the Grand Prix de France with a formula 1 car equipped with a 1.500 cc turbo-charged engine, developing 540 bph – More than 360 bph per litre. An historic achievement.
3 years later, the list of awards for the Renault Formula 1 car speaks for itself : 10 Grand Prix victories and 18 places. Turbo technology has become the rule in Formula 1 racing. One after another, the main racing teams are working along similar lines. In 1983, Lotus will enter the competition with the Renault Turbo charged engine.
Turbo technology is also appearing on the road. Here again, Renault took the first step. The Renault production car range will put forward 7 turbo versions in 1983.
First to believe in turbo, first to master the technology, it is only natural that Renault takes the first place in the turbo field.

1st Grand Prix de France 1983

RENAULT-ELF: a lap ahead of the future.

RENAULT recommend elf lubricants.

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Paul Ricard statistics

FRENCH GRAND PRIX

Date : April 17, 1983
Circuit : Le Castellet
Circuit length : 3.610 miles
Race distance : 54 laps, 194.948 miles
Weather : overcast and cool
Attendance : 50,000 spectators of which 30,000 paid

PREVIOUS WINNERS

1978 : Andretti (Lotus Ford)
1979 : Jabouille (Renault Turbo)
1980 : Jones (Williams Ford)
1981 : Prost (Renault RE 30)
1982 : Arnoux (Renault RE 30 B)

STARTING GRID

PROST Renault RE40 1'36"672 (2)	CHEEVER Renault RE40 1'38"980 (1)
PATRESE Brabham BT52-BMW 1'39"104 (2)	ARNOUX Ferrari 126 C2 1'39"115 (2)
DE ANGELIS Lotus 93T-Renault 1'39"312 (2)	PIQUET Brabham BT52-BMW 1'39"601 (1)
DE CESARIS Alfa Romeo 183T 1'39"611 (2)	BALDI Alfa Romeo 183T 1'39"618 (2)
WARWICK Toleman TG183B-Hart 1'39"881 (2)	WINKELHOCK ATS D6-BMW 1'40"233 (1)
TAMBAY Ferrari 126C2 1'40"488 (1)	LAUDA McLaren MP4-1C-Cosworth 1'41"065 (1)
GIACOMELLI Toleman TG183B-Hart 1'41"775 (2)	WATSON McLaren MP4-1C-Cosworth 1'41"838 (1)
ALBORETO Tyrrell 011-Cosworth 1'42"177 (1)	ROSBERG Williams FW08C-Cosworth 1'42"450 (1)
CECOTTO Theodore 183-Cosworth 1'42"615 (1)	MANSELL Lotus 92-Cosworth 1'42"650 (2)
LAFFITE Williams FW08C-Cosworth 1'42"678 (2)	JARIER Ligier JS21-Cosworth 1'42"737 (2)
SURER Arrows A6-Cosworth 1'42"962 (1)	GUERRERO Theodore 183-Cosworth 1'43"367 (1)
FABI Osella FA1D-Cosworth 1'43"411 (2)	SULLIVAN Tyrrell 011-Cosworth 1'43"864 (2)
BOESEL Ligier JS21-Cosworth 1'44"470 (1)	SERRA Arrows A6-Cosworth 1'44"778 (1)

Did not qualify :
Salazar/RAM 01-Cosworth, 1'45"073 (1)
Ghinzani/Osella FA1D-Cosworth, 1'45"812 (2)
Schlesser/RAM 01-Cosworth, 1'45"866 (1)

PROVISIONAL WORLD CHAMPIONSHIP POSITIONS

(After the Brazilian, Long Beach and French GPs)

					Total
1. Piquet	9	—	6		15
2. Lauda	4	6	—		10
3. Watson	—	9	—		9
Prost	—	—	9		9
5. Laffite	3	3	1		7
6. Tambay	2	—	3		5
7. Arnoux	—	4	—		4
Cheever	—	—	4		4
9. Surer	1	2	—		3
10. Rosberg	—	—	2		2
11. Cecotto	—	1	—		1

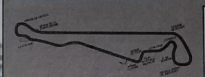
RESULTS

1. Prost/Renault RE 40, 54 laps, 194.948 miles in 1hr34'13"313, an average speed of 124.191 mph.

2. Piquet	Brabham BT52-BMW	29"720 behind
3. Cheever	Renault RE40	40"232 behind
4. Tambay	Ferrari 126C2	66"880 behind
5. Rosberg	Williams FW08C-Cosworth	1 lap behind
6. Laffite	Williams FW08C-Cosworth	1 lap behind
7. Arnoux	Ferrari 126C2	1 lap behind
8. Alboreto	Tyrrell 011-Cosworth	1 lap behind
9. Jarier	Ligier JS21-Cosworth	1 lap behind
10. Surer	Arrows A6-Cosworth	1 laps behind
11. Cecotto	Theodore 183-Cosworth	2 laps behind
12. De Cesaris	Alfa Romeo 183T	4 laps behind
13. Giacomelli (*)	Toleman TG183B-Hart	5 laps behind

(*) retired but classified.

Fastest lap : Prost/Renault RE40, 1'42"695 on lap 34, an average speed of 126.555 mph.



CONSTRUCTOR'S WORLD CHAMPIONSHIP

1. McLaren 19 pts; 2. Brabham 15 pts; 3. Renault 13 pts; 4. Ferrari 9 pts; Williams 9 pts; 6. Arrows 3 pts; 7. Theodore 1 pt.

OFFICIAL QUALIFYING TIMES

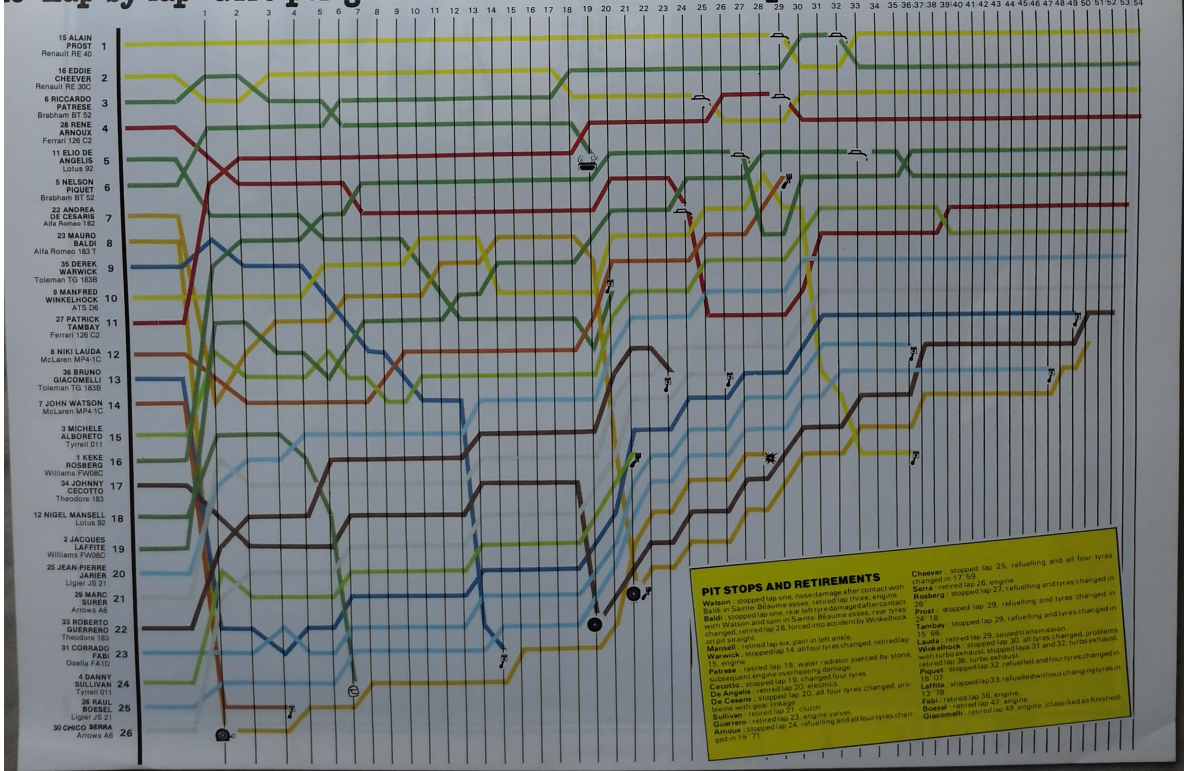
	Unoff. practice 1	Timed practice 1	Unoff. practice 2	Timed practice 2	Maximum speeds (*)	Warm-up sunday
1. Rosberg	1'42"868	1'42"450	1'45"302	1'42"551	278/240	1'45"748
2. Laffite	1'46"216	1'43"295	1'45"648	1'42"678	275/231	1'46"634
3. Alboreto	1'42"124	1'42"177	1'46"384	1'43"317	278/225	1'46"237
4. Sullivan	1'45"307	1'44"317	1'45"960	1'43"654	276/223	1'47"496
5. Piquet	1'44"051	1'39"601	1'43"522	1'39"746	304/224	1'44"801
6. Patrese	1'43"710	1'41"095	1'43"792	1'39"104	308/219	1'44"767
7. Watson	1'42"118	1'41"838	1'44"242	1'42"448	277/235	1'45"846
8. Lauda	1'41"886	1'41"065	1'44"360	1'41"492	284/231	1'45"150
9. Winkelhock	1'41"947	1'40"233	1'45"797	1'44"987	293/235	1'46"236
11. De Angelis	1'45"625	1'39"512	1'41"665	1'39"312	289/234	1'47"076
12. Mansell	1'45"661	1'43"320	1'43"866	1'42"650	279/207	1'49"135
15. Prost	1'42"036	1'38"358	1'42"171	1'36"672	294/234	1'42"528
16. Cheever	1'42"689	1'38"980	1'43"585	1'39"785	293/239	1'43"270
17. Salazar	1'48"503	1'45"073	1'46"378	2'02"335	268/225	—
18. Schlesser	1'46"405	1'45"866	1'46"398	1'46"102	266/217	—
22. De Cesaris	1'39"956	—	1'40"850	1'39"611	294/257	1'42"904
23. Baldi	1'40"996	1'41"215	1'41"683	1'39"618	291/239	1'45"555
25. Jarier	1'43"205	1'42"808	1'43"819	1'42"737	272/239	1'46"722
26. Boesel	1'47"195	1'44"470	1'46"984	1'44"905	276/224	1'49"411
27. Tambay	1'44"217	1'40"393	1'44"213	1'40"488	284/225	1'43"801
28. Arnoux	1'42"612	1'40"027	1'41"060	1'39"115	288/236	1'48"825
29. Surer	1'44"714	1'42"962	1'45"371	1'44"346	287/214	1'49"233
30. Serra	1'46"565	1'44"778	1'48"016	1'45"859	270/222	1'48"718
31. Fabi	1'45"969	1'45"638	1'46"186	1'43"411	272/221	1'50"466
32. Ghinzani	1'47"232	1'46"541	1'47"750	1'45"812	271/219	—
33. Guerrero	1'43"920	1'43"367	1'45"591	1'43"602	272/240	1'47"345
34. Cecotto	1'44"681	1'43"552	1'44"694	1'42"615	278/230	1'48"489
35. Warwick	1'40"615	1'43"038	1'45"640	1'39"881	275/229	1'48"269
36. Giacomelli	1'42"473	1'42"219	1'42"503	1'41"775	270/240	1'48"103

(*) Maximum speeds in kilometers per hour (multiply by 0.62137 for mph) taken at the end of the Mistral straight during Friday morning's unofficial session (first column) and in the Signes corner during Saturday morning's unofficial session (second column).
Note : De Cesaris first session time of 1'38"099 (good enough for pole position) was discounted due to his car not conforming to the regulations, see Extra, Extra for further details.

THEIR FASTEST RACE LAPS

Prost	1'42"695 (34)
Piquet	1'43"552 (06)
Cheever	1'43"590 (06)
Patrese	1'43"803 (14)
De Cesaris	1'44"106 (22)
Tambay	1'44"185 (36)
Arnoux	1'45"005 (26)
Rosberg	1'45"022 (37)
Laffite	1'45"223 (30)
Surer	1'45"748 (51)
Lauda	1'45"974 (21)
Baldi	1'46"253 (28)
Alboreto	1'46"291 (45)
Cecotto	1'46"526 (46)
Winkelhock	1'46"546 (09)
Watson	1'46"818 (03)
Jarier	1'46"841 (06)
De Angelis	1'46"995 (04)
Warwick	1'47"344 (12)
Giacomelli	1'47"367 (14)
Guerrero	1'47"442 (19)
Sullivan	1'47"759 (14)
Serra	1'48"101 (15)
Fabi	1'48"666 (11)
Mansell	1'48"723 (03)
Boesel	1'49"893 (34)

le-Lap by lap-Giro per giro-Runde um runde-Tour par tour-Vuelta a vuelta-Ro


1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54
15 ALAIN PROST Renault RE 40 1
16 EDDIE CHEEVER Renault RE 30C 2
6 RICCARDO PATRESE Brabham BT 52 3
28 RENE ARNOUX Ferrari 126 C2 4
11 ELIO DE ANGELIS Lotus 92 5
5 NELSON PIQUET Brabham BT 52 6
22 ANDREA DE CESARIS Alfa Romeo 182 7
23 MAURO BALDI Alfa Romeo 183 T 8
35 DEREK WARWICK Toleman TG 183B 9
9 MANFRED WINKELHOCK ATS D6 10
27 PATRICK TAMBAY Ferrari 126 C2 11
8 NIKI LAUDA McLaren MP4-1C 12
36 BRUNO GIACOMELLI Toleman TG 183B 13
7 JOHN WATSON McLaren MP4-1C 14
3 MICHELE ALBORETO Tyrrell 011 15
1 KEKE ROSBERG Williams FW08C 16
34 JOHNNY CECOTTO Theodore 183 17
12 NIGEL MANSELL Lotus 92 18
2 JACQUES LAFFITE Williams FW08C 19
25 JEAN-PIERRE JARIER Ligier JS 21 20
29 MARC SURER Arrows A6 21
33 ROBERTO GUERRERO Theodore 183 22
31 CORRADO FABI Osella FA1D 23
4 DANNY SULLIVAN Tyrrell 011 24
26 RAUL BOESEL Ligier JS 21 25
30 CHICO SERRA Arrows A6 26

PIT STOPS AND RETIREMENTS

Watson : stopped lap one, nose damage after contact with Baldi in Sainte-Beaume esses, retired lap three, engine.
Baldi : stopped lap one, rear left tyre damaged after contact with Watson and spin in Sainte-Beaume esses, rear tyres changed, retired lap 28, forced into accident by Winkelhock on pit straight.
Mansell : retired lap six, pain in left ankle.
Warwick : stopped lap 14, all four tyres changed, retired lap 15, engine.
Patrese : retired lap 19, water radiator pierced by stone.
Arnoux : subsequent engine overheating damage.
Cecotto : stopped lap 19, changed four tyres.
De Angelis : retired lap 20, electrics.
De Cesaris : stopped lap 20, all four tyres changed, problems with gear linkage.
Sullivan : retired lap 23, engine valves.
Guerrero : retired lap 24, refuelling and all four tyres changed in 19"71.
Cheever : stopped lap 25, refuelling and all four tyres changed in 17"93.
Serra : retired lap 26, engine.
Rosberg : stopped lap 27, refuelling and tyres changed in 26".
Prost : stopped lap 29, refuelling and tyres changed in 24"18.
Tambay : stopped lap 29, refuelling and tyres changed in 15"66.
Lauda : retired lap 29, seized transmission.
Winkelhock : stopped laps 31 and 32, turbo exhaust, with turbo exhaust, stopped lap 36, turbo exhaust, retired lap 36, turbo exhaust.
Piquet : stopped lap 32, refuelled and four tyres changed in 16"02.
Laffite : stopped lap 33, refuelled without changing tyres in 13"78.
Fabi : retired lap 36, engine.
Boesel : retired lap 47, engine.
Giacomelli : retired lap 48, engine, (classified as finished).